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OPERATION & WORKS COMMITTEE MG.O

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CITY OF MISSISSAUGA
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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, SEPTEMBER 21, 1988 - 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: September 15, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - SEPTEMBER 21, 1988

DEPUTATIONS - 9:00 A.M.

- A. Mr. S. Salameh
SEE ITEM 12
- B. (i) Mr. N. DiCarlo, President, Canadian Auto Workers Local 1967
(McDonnell Douglas)
(ii) Representatives of McDonnell Douglas and Sun Environmental
SEE ITEM 6
- C. Mr. Keith Rowe, Circulation Marketing Manager, Toronto Sun
SEE ITEM 3

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	L.07.05.01	Property Standards By-law Amendment
2.	A.00.06.03	Highway Noise Prediction Model - Noise Attenuation Barrier Heights
3.	F.05.05	Newspaper Boxes Policy
4.	T-86084 T-88002 T-88003 T-87066 T-87003 T-86054	Lostrack Corporation Rolls Holdings Ltd. Kenderry Park Ltd. 763442 Ontario Gottardo Properties Annagem Investments Ltd. Major Watercourse Improvement Levy Exemption
5.	M-589 F.02.02	Meadowvale North Industrial Park Assumption of Municipal Works
6.	A.02.03.04	McDonnell Douglas Canada Limited - Application for Site Plan Approval - Mobile PCB Destruction Facility
7.	T-86041	Square One Subdivision - Reduction in Letter of Credit
8.	F.02.06.01	Credit Valley Meadows - Phase 1A - Decorative Streetlighting - Fitzwood Lands
9.	F.06.04.01	Sawmill Valley Drive - Traffic Problems
10.	A.02.05.03.07	Sheridan Creek - Clarkson Road to Meadow Wood Road - Erosion Control and Bank Stabilization Project

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| 11. D.01.01 | Grass Fires - Railway Rights-of-way |
| 12. L.08.04.05 | Handicapped Accessible Taxicabs |
| 13. A.03.04.01 | Public Vehicle Authority Report 8-88 - September 13, 1988 |

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

SEPTEMBER 21 1988

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L.08.04.05
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(McDonnell Douglas)
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- C. Mr. Keith Rowe, Circulation Marketing Manager, The Toronto Sun
F.05.05
SEE ITEM 3

MATTERS FOR CONSIDERATION:

- 1. Report dated September 9, 1988, from the City Solicitor regarding Section 20(a) of the Property Standards By-law which is ungrammatical in that it contains no verb and concern has been expressed that the City may not have the power to prohibit property owners from having unlicensed vehicles on their property. The subsection should be amended as follows:
 - (a) to specify that property owners are prohibited from having the enumerated articles on their property; and
 - (b) to clarify under what circumstances the listed articles are permitted to be on an owner's property.

September 21, 1988

RECOMMENDATION:

That a by-law be enacted to amend the Property Standards By-law, as amended, to delete subsection 20(a) and substituting the following therefor:

'20.(a) no wrecked, dismantled, inoperative, discarded, unused or unlicensed vehicles, trailers, machinery or objects or parts thereof shall be placed, stored or left on land, but this does not apply where such articles are required and used for business purposes permitted under the City's land use by-laws and the articles are placed, stored or left in a manner which avoids an unsafe or unsightly condition deleterious to the neighbouring environment.

RECOMMEND ADOPTION

L.07.05.01

2.

Report dated September 7, 1988, from the Commissioner of Public Works regarding the revised highway noise prediction model introduced by the Ministry of the Environment to supercede the MTC model. The MTC model is a relatively simple empirical formula whereas the new Stamson model, proposed by the MOE, is more sophisticated and generally requires a computer to carry out the calculations.

The new Stamson model predicts substantially higher noise levels in most cases than the former MTC model and is somewhat inconsistent with respect to the calculation of barrier heights. In some cases barrier heights, of up to 40 feet, were calculated; quite clearly, it is impractical to build barriers of this size.

The Ministry of the Environment, after considerable comment and protest from municipalities as well as developers and consultants, agreed to form a committee to review the Stamson noise prediction model however, no official communication has yet been received by Mississauga although the Committee has apparently been working for several months. The Region of Peel has a representative on the Committee although the City of Mississauga does not.

The Ministry of Transportation of Ontario noise prediction model (commonly called the MTC model) should be used for predicting noise levels for roads and streets under the jurisdiction of the City of Mississauga until a proven new Ministry of the Environment model is available. The maximum height of noise attenuation barriers on City of Mississauga streets should be limited to 3 1/2 meters (11 1/2 feet) above the road centre line.

RECOMMENDATION:

That the City of Mississauga endorse the use of the "MTC formula" for the prediction of noise, in new developments, emanating from roads and streets under the jurisdiction of the City of Mississauga and that noise attenuation barrier heights are not to exceed 3 1/2 meters (11 1/2 feet) above road centre line elevations.

A.00.06.03

RECOMMEND ADOPTION

3. Report dated August 16, 1988, from the Commissioner of Public Works regarding a policy for the placement of newspaper boxes in the City.

At the present time there are numerous locations throughout the City at which newspaper boxes are located. As the City grows there is more and more demand for newspaper box locations as well as an increase in the number of publications. Presently, there are boxes owned by the Globe and Mail, The Sun, The Star, Mississauga News, Financial Post, The Brampton Prospector, etc. and there is no formal policy approved by Council outlining the terms and conditions controlling the number or location of any of those boxes. The only policy adopted by Council on this issue was back in 1978, copy of which is attached. At this time we feel that it would be appropriate to establish a comprehensive policy to govern the sale of newspapers within the Public Highway.

It is concluded at this time that a formal Licensing Agreement should be entered into between the City and the various Newspaper Companies which will govern the terms and conditions of the placement of newspaper boxes within the street allowances within the City of Mississauga. Such street allowances would include all City streets as well as streets under the jurisdiction of the Region of Peel. Appendices to the agreement would cover all of the locations which the applicable newspaper publisher has permission to place and maintain boxes. These lists would be amended from time to time to reflect the additions and deletions to date.

RECOMMENDATION:

- (a) That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
- (b) That a license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
- (c) That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.

- (d) That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.
- (e) That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by Council.

The above recommendations were approved by the Committee on September 7, 1988; however, Council at its meeting on September 12, 1988, referred the matter back to Committee for further discussion.

F.05.05

DIRECTION REQUIRED

4. Report dated August 30, 1988, from the Commissioner of Public Works regarding an exemption from Major Watercourse Improvement Levy for the Industrial Developments located in the vicinity of Kennedy Road and Derry Road East.

The following six Industrial Developments shown on the attached sketch are being proposed on lands in the area of Kennedy Road and Derry Road East:

1. Plan T-86084, Lostrock Corporation (85 Valleywood Drive, Markham, Ontario, L3R 5E5).
2. Plan T-88002, Rolls Holdings Ltd., (200 Ronson Drive, Suite 314, Toronto, Ontario, M9W 5Z9)
3. Plan T-88003, Kenderry Park Ltd., (4230 Sherwoodtowne Boulevard, Suite 200, Mississauga, Ontario, L4Z 2G6)
4. Plan T-87066, 763442 Ontario (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2)
5. Plan T-87003, Gottardo Properties, (185 Adesso Drive, Concord, Ontario, L4K 2Y1)
6. Plan T-86054, Annagem Investments Ltd., (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2)

Under the Standard Financial Agreement the developers would be responsible for paying approximately \$1,981,741.50 in Major Watercourse Improvement Levies.

The developers have entered into a Cost Sharing Agreement to construct a storm detention pond on the east side of Kennedy Road, south of Derry Road East and major trunk storm sewers in various sizes up to 4800 mm x 2400 mm (16 ft. x 8 ft.) concrete box culverts from this detention pond westerly to Kennedy Road to provide a storm sewer outlet for their developments. In all cases the developers share of the cost exceeds the Major Watercourse Improvement Levies anticipated for their plans. The value of the works is estimated to be \$2,682,336.00

The estimated cost of the trunk storm sewer oversizing works for pipes in excess of 1500 mm (60 in.) in dia. to be undertaken is \$2,165,326.00

These works are now proceeding under a Servicing Agreement between the Trustee of the six developers and the City of Mississauga.

RECOMMENDATION:

That the Financial Agreement for the following plans indicate that no Major Watercourse Improvement Levies are to be paid.

- (a) Lostrack Corporation (T-86084) - located north of Derry Road East and east of Hurontario Street
- (b) Rolls Holdings Ltd. (T-88002) - located south of Derry Road East and west of Hurontario Street
- (c) Kenderry Park Ltd. (T-88003) - located south of Derry Road East and west of Kennedy Road
- (d) 763442 Ontario Limited (T-87066) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (e) Gottardo Properties (T-87003) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (f) Annagem Investments Ltd. (T-86054) - located south of Derry Road East between Kennedy Road and Hurontario Street

T-86084
T-88002
T-88003
T-87066
T-87003
T-86054

RECOMMEND ADOPTION

5. Report dated September 8, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Meadowvale North Industrial Subdivision, Phase 2, Stage 1, Plan M-589, located north of Derry Road and west of Mississauga Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in Plan M-589.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Meadowvale Industrial Subdivision, Phase 2, Stage 1, located north of Derry Road and west of Mississauga Road.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan M-589 (currently valued at \$521,175.64) be returned to the developer, Markborough Properties Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-589 as public highway and part of the municipal system of the City of Mississauga.

M-589
F.02.02

RECOMMEND ADOPTION

6. Report dated September 6, 1988, from the Commissioner of Public Works regarding an application for site plan approval for a mobile PCB Destruction Facility at McDonnell Douglas Canada Limited. 6972 Airport Road, Mississauga.

In accordance with the Environmental Protection Act, Ontario Regulation 148/86, the Ministry of the Environment requires receipt of a letter from the Mississauga City Clerk indicating receipt of the application.

The purpose of locating this mobile PCB destruction facility at the McDonnell Douglas site is to remove polychlorinated biphenyls (PCB's) from oil contained in six on-site transformers.

After the transformer fluids have been processed, the PCB concentrations in all transformers will be below 50 parts per million (ppm) thus enabling McDonnell Douglas to reclassify the transformers to a non-PCB status.

The proposed treatment process is a completely closed system in that the equipment is directly connected to the transformer. The PCB contaminated oil is drawn out of the transformer, circulated through the treatment equipment, and then back into the transformer. The treatment consists of a high temperature chemical reaction which destroys the PCB's.

It should be noted that the mobile PCB destruction process, proposed for use at this site, was approved by the Ministry of the Environment in October of 1986. At this time the equipment was extensively tested.

Each site at which the process equipment is set up is inspected by the Ministry to ensure that all required safety equipment is in place and that all necessary precautions have been taken.

The fire, health and police departments have received a copy of the contingency plan and will be notified, by McDonnell Douglas Canada, when the project is to begin and when it has been completed. These dates cannot be set until the Ministry approves the application.

The Ministry required McDonnell Douglas to hold a public information meeting concerning this application. In accordance with the Ministry requirements for public notification, McDonnell Douglas ran a notice of the meeting in a local paper, the Toronto Star, for three consecutive days prior to the meeting date. In addition the company also placed a notice in the Mississauga News.

The public meeting was held at the International Centre in Malton on August 29, 1988. Several concerns were raised by the residents of Malton and employees of McDonnell Douglas. Much of the discussion was not focused on the application presented but on the storage of chemicals at the plant and the method by which the public meeting was announced.

Concerns over the proposed removal of PCB's were focused on the possibility of an accident occurring during the treatment process. Residents were assured that extensive safety measures will be taken by trained Sun Environmental staff and that in the unlikely event of a spill or fire, the on site supervisor has the correct equipment to deal with the problem, but would also immediately call the local fire department or regional waste management forces to inform them of the problem and to get back-up help if necessary.

It was stressed that McDonnell Douglas is under no obligation from the Ministry of the Environment to remove the PCB's, but is doing so voluntarily, and that the company advertized the public meeting in accordance with Ministry requirements.

It should be noted that the Ministry of the Environment does not require the City to give approval of this proposal. The City is required to indicate receipt of the application and is requested to forward any concerns that we may have.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga has been notified of and has no objection to the Application for Site Plan Approval for a Mobile PCB Destruction Facility by McDonnell Douglas Canada Limited, 6972 Airport Road, Mississauga.

- (i) A Representative of the Canadian Union of Auto Workers at McDonnell Douglas will attend.
- (ii) Representatives of McDonnell Douglas Canada Limited and Sun Environmental will also be in attendance.

A.02.03.04

RECOMMEND ADOPTION

September 21, 1988

7. Report dated September 14, 1988, from the Commissioner of Public Works regarding a Letter of Credit reduction for Square One Subdivision T-86041.

Attached is a copy of our memorandum to the Finance Department dated August 12, 1988, recommending that the Letter of Credit for the above noted subdivision be reduced from \$7.78 Million to \$2.47 Million. Also attached is a memorandum from Councillor Taylor dated August 19, 1988, requesting that the Letter of Credit not be reduced.

The Subdivision Plan is not yet registered and as of this date there are still some outstanding items which have to be resolved prior to registration. The recommended reduction in the Letter of Credit is primarily due to the fact that Rathburn Road and Duke of York Boulevard have been constructed to base course asphalt and are, in fact, open to traffic. The Letter of Credit securing these works should therefore be reduced in the normal manner.

RECOMMENDATION:

That the Letter of Credit secured in the amount of \$7,783,357.96 for Plan of Subdivision T-86041 be reduced to \$4,669,291.75 and that the necessary arrangements be made by the City Treasurer in this regard.

T-86041

RECOMMEND ADOPTION

8. Report dated September 12, 1988, from the Commissioner of Public Works regarding proposed decorative streetlighting for Credit Valley Meadows - Phase 1A, Fitzwood Lands.

Ronald T. Gayowsky Limited, Electrical Consulting Engineers for Fitzwood Investments Limited, have submitted a written request proposing to use a non-standard decorative concrete light pole together with a decorative coach-like luminaire, in accordance with a previous approval issued to Erin Mills Development Corporation in December of 1987.

The areas approved for decorative lighting in Erin Mills are shown on the enclosed sketch (Attachment 'A') together with the additional areas requested by Fitzwood Investments Limited (Attachment 'B').

As with the previous Erin Mills approved lighting, the decorative streetlighting proposal consists of a Crouse-Hinds Traditionaire luminaire directly mounted on a Stress/Crete Limited Hiwayman Concrete pole, as shown on Attachments 'C'1 and 'C'2.

These lighting standards will be installed on local and collector residential streets within the development areas.

The Public Works Department has reviewed the Fitzwood Investments Limited request and concluded that approval for use of the decorative lighting on minor residential and collector roads for Fitzwood Investments Limited should be granted subject to certain conditions.

RECOMMENDATION:

That the decorative lighting proposed for use by Fitzwood Investments Limited on minor residential and collector roads be approved subject to the following conditions:

- (a) that the luminaires design apply only to minor local and collector streets, and conform to the Erin Mills Development Corporation design, as approved by Council on December 8, 1987;
- (b) that a replacement stock of 10% of all streetlight poles and luminaires be placed in City stock at no charge;
- (c) prior to the assumption of the subdivision "as constructed", lighting levels are to be measured and submitted to the City for approval and that the Letter of Credit securing the streetlighting works will not be reduced until this condition has been resolved to the satisfaction of the Commissioner of Public Works.

F.02.06.01

RECOMMEND ADOPTION

9. Report dated September 13, 1988, from the Commissioner of Public Works regarding the problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive which have been addressed on a number of occasions. The prohibitive signing currently in place has been altered several times to reflect the needs and desires of the parents, residents and safety of the students. Unfortunately, an appropriate compromise was never obtained as there was always dissatisfaction and complaints from at least one party. This resulted in confusion at times, potential for conflict, difficulties with respect to safety of the schoolchildren, and occasionally irate parents when the Peel Regional Police were requested to enforce the stopping prohibitions.

On the basis of a petition and deputation by Mrs. Kishimoto, the Traffic Safety Council at its meeting of February 14, 1988 recommended the stopping prohibitions on both sides of Sawmill Valley Drive that are currently in place. City Council approved these works at its meeting. Previously, parking/stopping was permitted on the east side of Sawmill Valley Drive in front of each school. No stopping was permitted in the vicinity of the school crossing and the school driveways.

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

Based on the Public Works Department review, the relocation of the school crossing and the removal of portions of the stopping prohibitions satisfactorily meet the needs of those parents who must drive their children to and from school.

It is felt that this action will provide an adequate level of safety for the school children, crossing guard, motorists and area residents. However, in an effort to further enhance safety for all involved, the Public Works Department will undertake the following:

- (i) Preparation for distribution by both schools, a plan illustrating the signing arrangements and the area where parking/stopping will be legally permitted;
- (ii) A review with Recreation and Parks personnel of the existing City park parking lot with the intention of upgrading the lot and providing a possible connection to the existing school walkway;

RECOMMENDATION:

- (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley School and St. Mark's School and be equipped with painted crossing blocks and paved boulevards as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for the Sawmill Valley Public School to permit parking/stopping;
- (c) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School to permit parking/stopping;
- (d) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted;
- (e) That the Public Works Department and Recreation and Parks Department review the feasibility of upgrading of the parking lot immediately south of Sawmill Valley School, and the provision of a connecting link to the existing walkway.

F.06.04.01

RECOMMEND ADOPTION

10. Report dated September 12, 1988, from the Commissioner of Public Works regarding the Erosion Control and Bank Stabilization Project - Sheridan Creek - Clarkson Road to Meadow Wood Road.

The Credit Valley Conservation Authority commissioned Chisholm Flemming and Associates, Consulting Engineers, to prepare a report on erosion control and slope stabilization for the Sheridan Creek area between Clarkson Road and Meadow Wood Road.

Their report recommends that erosion works be undertaken on an 80 metre section of the north streambank that is actively eroding, and, that bank stabilization works be done on the south bank, behind 1713, 1719, and 1725 Missenden Crescent.

This project was presented to the Province by the Authority in 1987 for a 1988 grant to cover 55% of the project cost. The City would pay the remaining 45%. The funding was not received for 1988. The project description has been altered and resubmitted for consideration for 1989 grants.

The Conservation Authority has divided the works to be done on the Sheridan into two separate projects in order to increase the probability of obtaining 1989 Provincial funds.

The first project is the bank restablilizing works required on the south bank, behind 1713, 1719 and 1725 Missenden Crescent. It is anticipated that this project will receive funding as there is a risk of damage or loss to structures. If Provincial funding is not received the Authority will proceed with the project in 1989, taking funds from their local priorities budget.

The second project is the erosion protection works required on the north bank of the creek. This erosion, however active, is not threatening to structures and as such it is not anticipated that Provincial funding will be received for these works in the near future.

The erosion occuring on the north bank is affecting the backyards of five homes on Sunningdale Bend resulting in loss of property and mature trees. The length of bank requiring protection is 80 metres. The estimated cost of placing armor stone protection along this bank is \$90,000.

Residents in the area are quite concerned over increasing losses of mature trees and property and are worried that if nothing is done before spring runoff 1989 the loss of property at that time will be substantial.

The C.V.C.A. will complete the stabilization works required on the south bank and has agreed to undertake the engineering design required for both the stabilization works and the erosion protection works, and to administer the project.

To prevent further loss of private lands, it is recommended that the City undertake the erosion portion of the required works in 1988 at an estimated cost of \$90,000. Funds for this work are available in account number 86-139. In order to construct and maintain these works, permanent easements will be required from the six affected property owners.

RECOMMENDATION:

That the City of Mississauga undertake erosion control works in 1988 on the north bank of the Sheridan Creek for eighty meters downstream of Clarkson Road, at an estimated cost of \$90,000 with funding to be drawn from account number 86-139, provided that the property owners affected by these works provide permanent easements for the construction and maintenance of the erosion protection works.

A.02.05.03.07

RECOMMEND ADOPTION

11. Letter dated August 29, 1988, from the Clerk of the City of Scarborough requesting the City's support of Scarborough Council's resolution to the National Transportation Agency to protect neighbourhoods from the danger of grass fires that continuously occur along the railway rights-of-way, specifically as follows:

- (a) review the current regulations to ensure that the standards set for such locomotives are sufficiently adequate to ensure the prevention of grass fires on the railway rights-of-way;
- (b) carry out inspections of CP Rail locomotives to ensure that the Turbo-engines continued to be utilized in high risk areas both in Scarborough and other communities where this problem needs to be addressed, and to ensure that regulations are being met with respect to maintenance of engines and spark arrestors to prevent the emissions of hot carbonaceous particles.

D.02.01

RECOMMEND NO ACTION

12. Recommendation 51-88 of the Public Vehicle Authority Report 8-88 of September 13, 1988, as follows:

- (a) That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the September 2, 1988, report of William P. Taylor, Commissioner of Public Works, as amended by the Public Vehicle Authority on September 13, 1988;
- (b) That advertisements be placed in local newspapers, as soon as possible, to inform the public that proposals for the provision of accessible taxicabs in the City of Mississauga will be received by a date to be determined by staff.
- (c) That Public Works staff review all proposals and recommend the successful applicants to Council for their consideration.

- (d) That upon approval of Council, the successful applicant(s) be required to sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
- (i) provision of proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) implementation of special accessible taxicab service by January 1, 1989.
 - (iii) provision of authenticated proof of order from the manufacturer or deliverer if delivery of vehicle is to be delayed.

Mr. Salameh will appear before the Committee regarding this matter.

L.08.04.05

13. Report 8-88 of the Public Vehicle Authority meeting held on September 13, 1988.

A.03.04.01

RECOMMEND ADOPTION
(with the exception of PVA-51-88)



Corporate Report

Received by SEP 14 1988
Clerk's Dept.

Clerk's Files 2.07.05.01

Originator's
Files

OPERATION WORKS SEP 21 1988

DATE: September 9, 1988
TO: CHAIRMAN AND MEMBERS OF THE
OPERATION AND WORKS COMMITTEE
FROM: Bruce E. Thom, Q. C.
City Solicitor
SUBJECT: Property Standards By-law

ORIGIN: Councillor H. Kennedy

BACKGROUND: Councillor Kennedy pointed out that Section 20(a) of our Property Standards by-law is ungrammatical in that it contains no verb and he expressed concern that the City may not have the power to prohibit property owners from having unlicensed vehicles on their property.

PRESENT STATUS: Section 20(a) provides:

20. LAND

All lands and lots and yards around any building or structure including fences shall be maintained in a clean and reasonable state of repair to prevent fire, accidents or hazards to health, and more particularly:

- (a) Wrecked, dismantled, inoperative, discarded, unused or unlicensed vehicles, trailers, machinery or objects or parts thereof but this does not apply to an establishment licensed or authorized to conduct or operate such a business where the articles are kept in a manner which avoids an unsafe or unsightly condition deleterious to the neighbouring environment.

COMMENTS:

As Councillor Kennedy indicated, the subsection does not specify what is to be done with the articles enumerated.

A further problem is that the subsection refers to the "operation of such a business". It is unclear what "such a business" means.

1(a)

CHAIRMAN AND MEMBERS OF THE
OPERATION & WORKS COMMITTEE

-2 -

September 9, 1988

The Planning Act allows the City to enact standards for property maintenance. There is no limit on the type of standard that may be imposed. The City has the authority to prohibit property owners from having unlicensed vehicles on their property (and many other municipalities do so).

CONCLUSION:

The subsection should be amended:

1. to specify that property owners are prohibited from having the enumerated articles on their property; and
2. to clarify under what circumstances the listed articles are permitted to be on an owner's property.

RECOMMENDATION:

That a by-law be enacted amending the Property Standards By-law by deleting subsection 20(a) and substituting the following therefor:

20. (a) no wrecked, dismantled, inoperative, discarded, unused or unlicensed vehicles, trailers, machinery or objects or parts thereof shall be placed, stored or left on land, but this does not apply where such articles are required and used for business purposes permitted under the City's land use by-laws and the articles are placed, stored or left in a manner which avoids an unsafe or unsightly condition deleterious to the neighbouring environment.

Bruce E. Thom

Bruce E. Thom, Q. C.
City Solicitor

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Corporate Report

SEP 21 1988

OPERATIONS/WORKS

Received by
Clerk's Dept.

SEP 13 1988

Clerk's Files

A.00.06.03

Originator's
Files

DATE : September 7, 1988
TO : Chairman and Members of Operations and Works
FROM : W. P. Taylor, Commissioner, Public Works Department
SUBJECT : Calculation of noise levels and noise attenuation barrier heights on roadways under the jurisdiction of the City of Mississauga

ORIGIN: Public Works Department

DISCUSSION: The Ministry of the Environment introduced a revised highway noise prediction model to supercede the MTC model in use up until that time. The MTC model is a relatively simple empirical formula whereas the new Stamson model, proposed by the MOE, is more sophisticated and generally requires a computer to carry out the calculations.

The new Stamson model predicts substantially higher noise levels in most cases than the former MTC model and is somewhat inconsistent with respect to the calculation of barrier heights. In some cases barrier heights, of up to 40 feet, were calculated; quite clearly, it is impractical to build barriers of this size.

The Ministry of the Environment, after considerable comment and protest from municipalities as well as developers and consultants, agreed to for a committee to review the Stamson noise prediction model however, no official communication has yet been received by Mississauga although the Committee has apparently been working for several months. The Region of Peel has a representative on the Committee although the City of Mississauga does not.

continued ...

2(a)

September 7, 1988

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Until such time as a new and acceptable noise prediction model has been proven, it appears desirable to return to the formerly used MTC noise prediction model for the analysis of noise levels adjacent to city roads. In addition, in order to maintain a more consistent and aesthetically pleasing streetscape, we feel a maximum barrier height of 3 1/2 meters (11 1/2 feet) should be established.

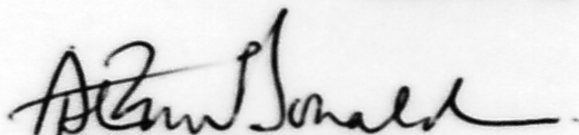
The Mississauga official plan guidelines were based on the MTC noise prediction model and thus its continued-use is justified until a new and acceptable model, compatible with the official plan, is available. Once a new model is available, then the official plan conditions relating to traffic noise adjacent to developments will likely require modification.

CONCLUSION:

The Ministry of Transportation of Ontario noise prediction model (commonly called the MTC model) should be used for predicting noise levels for roads and streets under the jurisdiction of the City of Mississauga until a proven new Ministry of the Environment model is available. The maximum height of noise attenuation barriers on City of Mississauga streets should be limited to 3 1/2 meters (11 1/2 feet) above the road centre line.

RECOMMENDATION:

That the City of Mississauga endorse the use of the "MTC formula" for the prediction of noise, in new developments, emanating from roads and streets under the jurisdiction of the City of Mississauga and that noise attenuation barrier heights are not to exceed 3 1/2 meters (11 1/2 feet) above road centre line elevations.



William P. Taylor, P.Eng.,
Commissioner,
Public Works Department

RC:ec
1070E



Corporate Report

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Received by
Clerk's Dept. AUG 19 1988

Clerk's Files

Originator 11 211 00025
Files 11 161 00009
11 141 00045

OPERATIONS/WORKS

SEP

DATE AUG 19 1988

FILE NO F-0505

CLERK'S DEPARTMENT

SEP 21 1988

DATE:

August 16, 1988

OPERATIONS/WORKS

TO:

Chairman and Members of Operations and Works Committee

FROM:

William P. Taylor, P. Eng., Commissioner, Public Works

SUBJECT:

Newspaper Boxes within the City of Mississauga

BACKGROUND:

At the present time there are numerous locations throughout the City at which newspaper boxes are located. As the City grows there is more and more demand for newspaper box locations as well as an increase in the number of publications. Presently, there are boxes owned by the Globe and Mail, The Sun, The Star, Mississauga News, Financial Post, The Brampton Prospector, etc. and there is no formal policy approved by Council outlining the terms and conditions controlling the number or location of any of those boxes. The only policy adopted by Council on this issue was back in 1978, copy of which is attached. At this time we feel that it would be appropriate to establish a comprehensive policy to govern the sale of newspapers within the Public Highway.

Before recommending a formal set of guidelines a survey of surrounding Municipalities was undertaken to determine if they had an applicable by-law governing the placement of newspaper boxes and what fee, if any, was charged for approval. The following is a brief summary of the findings.

NORTH YORK - Council has a policy of the Do's and Don'ts regarding the placement of newspaper boxes. The locations are subject to the approval of the Commissioner of Traffic and the fee charged is \$7.00 per box per year.

ETOBICOKE - Etobicoke has a by-law controlling newspaper boxes and the fee charged is \$500 per Company per year irrespective of the number of boxes.

3(a)

COMMENTS - cont'd.

CITY OF TORONTO - Toronto has a by-law governing placement of boxes. Each individual location is approved by Council. The fee charged is \$7.00 per box per year.

CITY OF BRAMPTON - No by-law in existence. No fee charged. Matter is dealt with on a complaint basis only.

CITY OF SCARBOROUGH - Policy established by Council for major roadways. For boxes on local residential streets, the local alderman is contacted for input. Charge is \$5.00 per box per year or \$1500 lump sum per year per Company.

There are numerous factors which should be taken into consideration in formulating a policy on this matter, such as:

1. A by-law should be enacted which in effect states that no person shall place or maintain any box for the dispensing of newspapers on any road allowance within the City of Mississauga without approval to do so and entering into an agreement with the Corporation containing the conditions upon which such permission has been granted.
2. The boxes should not interfere with the safe movement of pedestrians nor with the sight visibility of motorists.
3. The boxes must be maintained in an acceptable manner; i.e. rusting conditions, advertising placed on boxes, jagged edges, clean, etc.
4. The boxes must be extremely well secured both from a horizontal and vertical standpoint so that they cannot be pushed over or moved.
5. The Licensee must indemnify the Corporation against all action suits and claims and a suitable Insurance Policy co-insuring the City and the Region of Peel should be in effect at all times.

3(h)

COMMENTS - cont'd.

6. The Agreement should contain a clause that the Licensee shall remove the boxes at any location within a pre-determined time and upon written notice from the Commissioner of Public Works to do so.
7. The control over the placement and maintenance of newspaper boxes on Regional roads should be consistent with that on City roads and discussions should be entered into with the Region to give effect to the approval of this in principle.
8. That a definition of "Newspaper" be established and that the by-law be written in such a manner that only boxes containing newspapers be permitted on a Public Highway.
9. That the number of newspaper boxes may be limited at any one given location having regard for pedestrian movement activities, sidewalk cleaning, location of utilities and other necessary Public Works functions. In this regard we would suggest that it would be appropriate that the Planning and Building Department come up with a unique design from an urban streetscape standpoint in conjunction with the Newspaper Companies to formulate a combination box which would incorporate a number of different newspapers as opposed to the separate boxes as is now the present situation. Such a design would be practical as well as aesthetically pleasing.
10. The establishment of a fee on an annual basis per box location which should be established and reviewed at a set interval; example - every three years. It would appear that \$10.00 per box per year would be a reasonable figure to select having regard for the rates existing at the present time in Metropolitan Toronto.

312)

Chairman and Members of the
Operations and Works Committee

- 4 -

August 16, 1988

CONCLUSION:

It is concluded at this time that a formal Licensing Agreement should be entered into between the City and the various Newspaper Companies which will govern the terms and conditions of the placement of newspaper boxes within the street allowances within the City of Mississauga. Such street allowances would include all City streets as well as streets under the jurisdiction of the Region of Peel. Appendices to the agreement would cover all of the locations which the applicable newspaper publisher has permission to place and maintain boxes. These lists would be amended from time to time to reflect the additions and deletions to date.

RECOMMENDATIONS:

1. That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
2. A license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
3. That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.
4. That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.

3(d)

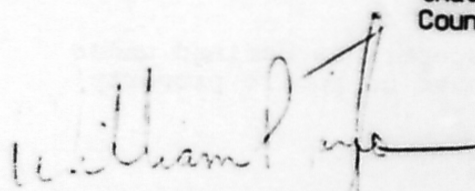
Chairman and Members of the
Operations and Works Committee

- 5 -

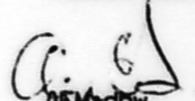
August 16, 1988

RECOMMENDATIONS - cont'd.:

5. That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by Council.



William P. Taylor, P. Eng.
Commissioner
Public Works



AEM:cdw
0550E/167E

c.c. W. Brown, Region of Peel
D. Markle, Region of Peel

Attach.

32

STANDARD POLICY

S.P. No.
PAGE No.
Department Clerks
☒ New Oct. 1978 ☐ Revised

SUBJECT:
NEWSPAPERS BOXES

That only distribution boxes for newspapers as defined under
The Provincial Sales Tax Act, be allowed on public property
in the City of Mississauga.

General Committee - September 27, 1978
Council - October 10, 1978



Wednesday, September 21, 1988

Deputation to City of Mississauga

Committee on News vending Boxes

Over the last five years, many municipalities in Metropolitan Toronto have developed bylaws regulating the placement of news vending boxes on public road allowances in their communities. The municipal governments share common concerns;

- unsightly appearance of boxes - faded, rusted, abandoned.
- unorganized placement of boxes - clustered around bus stop poles, light standards.
- encroachment of sidewalks and resulting impediment to pedestrian right of way.
- vehicle sight line impairment at intersections.
- deterioration of greenbelt area surrounding boxes.
- lack of control regarding box inventory and permission to locate additional news vending boxes.
- definition of a newspaper to determine the type of news publication permitted on city road allowance and the frequency it publishes - daily, weekly, monthly, quarterly.

I represent a newspaper which relies solely on single copy sales, using a variety of convenience stores and newspaper boxes. The Toronto Sun has no daily home delivery system, however, a carrier youth force is used for our largest edition, the Sunday Sun. It is for this reason that we attempt to work with each municipality and maintain our good corporate citizen responsibilities. The Toronto Sun must be allowed to utilize the sale of our newspaper through boxes, as over half of our daily sales are generated from this area. Our marketing strategy is to capture the morning commuter traffic sales as most variety stores do not open for business until after 8 a.m. These boxes are in fact a 24 hour point of sale.

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September 21, 1988

All the major daily newspapers in Toronto (Star, Globe and Financial Post) have approached each municipal problem as a unified group, interested in finding solutions to the issues which could jeopardize our street sales. Our track record is outstanding. The following municipalities have new bylaws which were prepared with the newspapers input; Scarborough, Markham, Oakville, Burlington, City of Toronto, East York and Orangeville.

Our present system to control newspaper boxes is as follows:

- provide municipality with an up to date newspaper box inventory of locations report, complete with position at the intersection (north east corner).
- municipality key punch this into a computer and a printout of approved locations is given to each newspaper.
- Additional box placements must be authorized by Public Works Department prior to placement on public road allowances.
- installation of a concrete pad with newspaper hitching post constructed, to place boxes in a straight line configuration. This is a cost share project with the municipality.
- fee per location on a flat rate basis is much easier to administer. A set amount regardless of how many boxes.
- municipality has the right to seize boxes placed on public road allowances, where permission has not been given the newspaper or box is not properly maintained. Either phone contact or written notification is the first recourse. A seven day grace period is allowed, however, should no action be taken to correct this situation, a public works truck picks up and impounds the box. A fine is imposed and must be paid before the box is released from the works department yard.

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September 21, 1988

- Insurance liability of one million dollars to indemnify the city against all claims resulting from accidents involving news vending boxes.
- all boxes must be maintained in a rust free and aesthetically pleasing condition.
- All fees to the municipality be paid at the beginning of each year.

ORGANIZING BOXES:

This is the main reason newspaper boxes have become an eyesore for many residents in Mississauga. Boxes chained to street furniture in a rag-tag arrangement, without consideration for pedestrian or vehicle sight lines, have created a major problem at busy intersections. The solution to making boxes more acceptable is an organized placement along city sidewalks. Lining boxes beside each other makes them less of an obstruction to navigate.

By excavating a portion of the greenbelt area behind the sidewalk and pouring a concrete pad, the aesthetics improve dramatically. A galvanized steel railing is set into the pad when it is poured. This hitching post will serve as a post to chain the box to. To further reduce the threat of rust, newspapers should use plastic coated chain. This encases the chain so water and winter salt will not rust the chain and form the brown stain around street lights, bus stops and other types of street furniture.

Many problems are eliminated using hitching posts;

- pedestrian right of way to sidewalks.
- blends in with B.I.A. sidewalk benches, planters and garbage receptacles.
- provides complete access to snowplows in the winter for snow removal and sidewalk sanding.
- improves vehicle sight line at intersections.
- places boxes behind the sidewalk, so children are easily visible at pedestrian cross walks.
- reduces congestion at bus stops and allows more room for embarkation of passengers.

....4

....4

City of Mississauga

- 4 -

September 21, 1988

Please consider these suggestions as a step toward cleaning up the clutter of newspaper boxes in Mississauga. All four daily newspapers in Toronto wish to maintain the beautification of the City of Mississauga. We want to do our part to begin the long process of organizing and refurbishing all boxes in Mississauga.

Your cooperation is also required by preparing a bylaw which is fair and allows the community publications their place on public road allowances.

I don't believe real estate, employment, automotive, education or religious publications should be given the same consideration. Often times these are the boxes which become rusted, damaged or unserviced and are left in an untidy condition. Many of these are free publications and create unnecessary garbage, as papers are dropped on the ground around the box.

Should you have any further questions, please feel free to call me. I believe improving the lines of communication is the best way to solving problems between municipalities and the Toronto Sun.

Sincerely,

Keith Rowe

Keith Rowe
Circulation Marketing Manager
Toronto Sun Newspaper
947-2460

*could any corp.
do this if they
meet*

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 1							
218	5 GLEN CAMERON PLACE SOUTH EAST CORNER OF ENTRANCE (20m EAST)	1	1	1	0	0 Y	PAD APPROVED 1988
1	DAYVIEW & THORNLEA AT BUS SHELTER	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
4	CLARK AND HENDERSON SOUTH EAST CORNER	1	1	1	0	0 Y	TRIFLE PAD CONSTRUCTED 1
125	DUDLEY NORTH OF CLARKE AT APARTMENT	1	1	1	0	0 N	SINGLE PAD CONSTRUCTED 1
3	DUDLY SOUTH OF ELGIN STREET E/S OF INTERSECTION	1	1	1	0	0 N	TRIFLE PAD CONSTRUCTED 1
6	HENDERSON @ JOHN AT BUS SHELTER	1	1	1	0	0 Y	TRIFLE PAD CONSTRUCTED 1
219	HENDERSON AVE AND DONCASTER AVENUE AT BUS SHELTER	1	1	1	0	0 Y	PAD APPROVED 1988
173	Hwy 7 & YONGE 20M E OF YONGE S/S	1	1	1	0	0 N	NEW - 1986
5	JOHN HWY 20M E OF YONGE ON N/S	1	1	1	0	0 N	TRIFLE PAD CONSTRUCTED 1
7	STEELES & GRANDVIEW AT BUS SHELTER	1	1	1	0	0 Y	TRIFLE PAD CONSTRUCTED 1
10	STEELES & HENDERSON AT BUS SHELTER	1	1	1	0	0 Y	TRIFLE PAD CONSTRUCTED 1
8	STEELES & JEWELL AT BUS SHELTER	1	1	1	0	0 Y	TRIFLE PAD CONSTRUCTED 1
9	STEELES & WILLOWDALE AT BUS SHELTER	1	1	1	0	0 Y	TRIFLE PAD CONSTRUCTED 1
14	YONGE & WOODWARD AT BUS SHELTER S/S	1	1	1	0	0 Y	NTC AUTHORITY
13	YONGE 20M N OF HIGHLAND PK ON E/S	1	1	1	0	0 Y	NTC AUTHORITY
15	YONGE 20M S OF DONCASTER E/S OF YONGE	1	1	1	0	0 Y	NTC AUTHORITY
11	YONGE @ APT BLG BTH ELGIN & CLARKE S/W	1	1	1	0	0 N	NTC AUTHORITY
2	YONGE AND CLARKE AT BUS SHELTER	1	1	1	0	0 N	
** Subtotal **		18	18	18	0	0	

NEWSPAPER ROYAL DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 2						
126	14TH AVENUE AND LESLIE STREET	1	1	1	0	C N
16	BAYTHORN & INVERLOCHY AT BUS SHELTER	1	1	1	0	O Y
17	BAYTHORN 100M E OF YONGE AT BUS SHELTER	1	1	1	0	O Y
18	BAYVIEW & GREEN LANE AT BUS SHELTER	1	1	1	0	O Y
177	BAYVIEW 20 N SOUTH OF ROMFIELD CIR (SOUTH LEG)	1	1	1	0	O Y SINGLE PAD CONSTRUCTED 15 TRIPLE PAD CONSTRUCTED 15
221	GAURDSMAN ROAD 20M SOUTH OF HARLECH CT WESTSIDE	1	1	1	0	O N PAD APPROVED 1988
127	GREEN LN & GUARDSMAN 20M W OF GUARDSMA	1	1	1	0	O N
129	GREEN LN WEST OF WILLOWBROOK N/S	1	1	1	0	O Y TRIPLE PAD CONSTRUCTED 15
176	HUNTINGTON PK & GREEN LN AT PLAZA N/S	1	1	1	0	O Y TRIPLE PAD CONSTRUCTED 15
21	INVERLOCHY 20M S OF ROYAL ORCHARD AT TOWNHOUSE	1	1	1	0	O Y TRIPLE PAD CONSTRUCTED 15
19	JOHN & BAYVIEW AT BUS SHELTER	1	1	1	0	O Y TRIPLE PAD CONSTRUCTED 15
106	JOHN ST 20M E OF PORTERFIELD ON S/S(WEST LEG)	1	1	1	0	O Y TRIPLE PAD CONSTRUCTED 15
217	JOHN STREET 20M E OF PORTERFIELD S/S (EASTLEG)	1	1	1	0	O Y TRIPLE PAD CONSTRUCTED 15
220	JOHN STREET 20M EAST OF BAYWOOD COURT NORTHSIDE	1	1	1	0	O Y
20	KIRK & YONGE BEHIND S/W E OF YONGE	1	1	1	0	O N
206	ROYAL ORCHARD - INVERLOCHY @ GO BUS STOP	1	1	1	0	O Y
236	ROYAL ORCHARD BLVD 20M WEST OF DORAL GATE SOUTHSIDE	1	1	1	0	O Y PAD APPROVED 1988
128	WILLOWBROOK & BAYVIEW E OF BAYVIEW N/S	1	1	1	0	O Y
22	WINDYWOOD CT @ APT BLDG W OF INVERLOCHY	1	1	1	0	O N TRIPLE PAD CONSTRUCTED 15
12	YONGE & THORNHILL SUMMIT WY @ BUS SHEL	1	1	1	0	O Y TTC AUTHORITY
** Subtotal **		20	20	20	0	0

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 3							
40	16TH @ KENNEDY 20 M E OF KENNEDY S/S	1	1	1	0	0 Y	
39	AITKEN CR AND 16TH AVENUE SOUTH WEST CORNER	1	1	1	0	0 Y	
192	BRIDLE TRAIL 20M EAST OF KENNEDY N/S	1	1	1	0	0 Y	
23	BULLOCK AT ENTRANCE TO THE ARENA NORTH WEST SIDE OF DRIVEWAY	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
25	BULLOCK DRIVE AND AUSTIN DRIVE SOUTH WEST CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
134	BULLOCK-MARKVILLE AT HALL ENTRANCE S/E CORNER	1	1	1	0	0 Y	PAD APPROVED 1989
27	CARLTON & MAIN ST(UNION) AT BUS SHELTER S/W CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
28	CARLTON & VILLAGE PKWY AT BUS SHELTER S/E CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
45	CARLTON @ WARDEN N/S 20M E OF WARDEN	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
26	CARLTON AND FRED VARLEY AT BUS SHELTER SOUTH WEST CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
133	COUNTRY EST. & 16TH AVE 20M N 16TH E/S	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
29	FRED VARLEY 20M E OF FORTHILL BEH S/W NORTH EAST CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
207	FRED VARLEY @ SCIBBERAS ROAD	1	1	1	0	0 Y	
237	FRED VARLEY DRIVE 30M WEST OF MAIN STREET SOUTHSIDE	1	1	1	0	0 Y	
30	GLENBOURNE @ WARDEN N/S 20M E OF WARDEN	1	1	1	0	0 Y	
46	GLENCOVE @ WARDEN S/S 20M E OF WARDEN	1	1	1	0	0 Y	UNDER DEVELOPMENT
32	HWY 07 & KENNEDY AT BUS SHELTER	1	1	1	0	0 Y	NYC AUTHORITY
31	HWY 07 & MAIN ST(UNION) AT BUS SHELTER	1	1	1	0	0 Y	NYC AUTHORITY
33	HWY 07 & DAKCREST AT BUS SHELTER	1	1	1	0	0 Y	NYC AUTHORITY
193	HWY 07 20 M WEST OF EUREKA STREET	1	1	1	0	0 Y	
35	HWY 07 @ MARKVILL S.C.-BUS SHELTER N/S	1	1	1	1	0 Y	NYC AUTHORITY
194	HWY 07 AND SECOND ST @ BUS SHELTER S/S	1	1	1	0	0 Y	
34	HWY 07 E OF KENNEDY AT BUS SHELTER	1	1	1	0	0 Y	NYC AUTHORITY
195	HWY 07 EAST OF BULLOCK N/S @ BUS SHELTER	1	1	1	0	0 Y	
36	KENNEDY 100M S OF R/W ON UNION BYPASS	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
37	KENNEDY @ LIBRARY LN S/S 20M E OF KENN	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
41	LONGWATER S/S AND 16TH AVENUE SOUTH EAST CORNER	1	1	1	0	0 Y	
38	MAIN ST(UNION) @ ENTRANCE TO GO-STATION	1	1	1	0	0 Y	
135	MCCONAN & BULLOCK 20M N OF BULLOCK N/S	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
196	MCCONAN @ EXIT FROM MARKVILLE N/W SIDE	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
42	NORMANDALE (E LEG) AND 16TH AVENUE SOUTH WEST CORNER	1	1	1	0	0 Y	
43	NORMANDALE (W LEG) AND 16TH AVENUE SOUTH EAST CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
44	SCIBBERAS E/S OF HWY 07	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 15
47	SCIBBERAS 20M E OF BRIDLE TRAIL	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
48	SCIBBERAS 20M S OF BRIDLE TRAIL	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
49	SCIBBERAS 20M E OF 16TH AVE	1	1	1	0	0 Y	REGION OF YORK AUTHORITY

Page No. 4
07/06/88

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
131	VILLAGE PKWY AND BUCHANAN EAST SIDE AT PARK	1	1	1	0	0 Y	TRIPLE FAD CONSTRUCTED 19
239	VILLAGE PKWY AND PADGET 1 st SOUTH OF WALKWAY BEHIND SIDEWALK	1	1	1	0	0 Y	FAD APPROVED 1988
132	MARDEN & BAYCLIFFE 20M S OF BAYCLIFFE	1	1	1	0	0 N	REGION OF YORK AUTHORITY
** Subtotal **		39	39	39	1	0	

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 4							
53	HWY 47 & CONSERVATION AT BUS SHELTER	1	1	1	1	0 Y	MTC AUTHORITY
51	HWY 47 & GALSORTHY AT BUS SHELTER NORTH EAST SIDE	1	1	1	0	0 Y	MTC AUTHORITY
50	HWY 47 & ROBINSON AT BUS SHELTER	1	1	1	0	0 Y	MTC AUTHORITY
52	HWY 47 20M W OF WINDBRIDGE ON N/S HWY 7	1	1	1	0	0 Y	MTC AUTHORITY
49	HWY 47 50 M WEST OF MKHM RD AT BUS SLT	1	1	1	1	0 Y	MTC AUTHORITY
222	INFRONT OF 189 BULLOCK DRIVE (AT STREET FRONT TO THOMAS IND)	1	1	1	0	0 Y	PAD APPROVED 1988
223	LADLAN BLVD 20M SOUTH OF HERITAGE WEST SIDE	1	1	1	0	0 N	PAD APPROVED 1988
54	MAIN ST MKHM 20M N OF DUBLIN ON W/S MN	1	1	1	0	0 Y	
55	MCCOWAN 20M N OF SOUTHDAL ON E/S MCCOWAN	1	1	1	0	0 N	REGION OF YORK AUTHORITY
208	MCCOWAN AND RAYNERVILLE 300 METERS NORTH OF S/ENT	1	1	1	0	0 N	
136	RAYNERVILLE & WHITE ASH AT PARK BY HYDRO BOX	1	1	1	0	0 Y	PAD APPROVED 1988
56	RAYNERVILLE 20M E OF MCCOWAN N/S RAYN.	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 19
137	RAYNERVILLE AT PARK WEST OF BECK DRIVE	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 19
225	RAYNERVILLE DRIVE 20M SOUTH OF CARPENTER CRT EASTSIDE	1	1	1	0	0 Y	PAD APPROVED 1988
224	RAYNERVILLE DRIVE 20M WEST OF NORWICH DRIVE NORTHSIDE	1	1	1	0	0 Y	PAD APPROVED 1988
57	STONE MASON AND 16TH AVENUE SOUTH EAST CORNER	1	1	1	0	0 N	TRIPLE PAD CONSTRUCTED 19
** Subtotal **		16	16	16	2	0	

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 5							
24	BULLOCK @-CENTENNIAL PK NORTH WEST SIDE	1	1	1	1	0 N	
58	COSBURN @ ENT. TO ARENA/LIB BEHIND SIDEWALK S OF HWY 7	1	1	1	1	0 N	
59	DELMARK 20M W OF 9TH LINE N/S OF DELMARK	1	1	1	0	0 N	FAD APPROVED 1983
238	ENTRANCE TO COSBURN ARENA	1	1	1	0	0 N	FAD APPROVED 1988
60	FINCHAM 20M S OF 16TH ON E/S FINCHAM SOUTH EAST CORNER	1	1	1	0	0 Y	TRIPLE FAD CONSTRUCTED 19
61	FINCHAM 20M W OF 9TH LINE S/S FINCHAM	1	1	1	0	0 N	
62	HWY 87 300M N OF 9TH LINE N/S OF HWY 87	1	1	1	0	0 Y	NIC AUTHORITY
70	HWY 87 AND WIDEMAN @ BUS SHELTER NORTH EAST SIDE	1	1	1	1	0 Y	
140	HWY 87 AT SERVICE TIRE	1	1	1	1	0 Y	TRIPLE FAD CONSTRUCTED 19
64	MAIN ST (MKHM) & ROBINSON AT BUS SHELTER	1	1	1	1	0 Y	TRIPLE FAD CONSTRUCTED 19
63	MAIN ST (MKHM) N OF HWY 87 AT BUS SHEL	1	1	1	1	0 Y	TRIPLE FAD CONSTRUCTED 19
143	MAIN ST MKHM AT GO STATION	1	1	1	1	0 Y	TRIPLE FAD CONSTRUCTED 19
138	HINTLEAF 20M S OF 16TH AVE S/S	1	1	1	0	0 N	TRIPLE FAD CONSTRUCTED 19
66	PARAMOUNT AND FINCHAM NORTH SIDE BEHIND SIDEWALK	1	1	1	0	0 N	TRIPLE FAD CONSTRUCTED 19
65	PARAMOUNT OF RAMONA NORTH EAST CORNER	1	1	1	0	0 Y	TRIPLE FAD CONSTRUCTED 19
67	PARKWAY & MARKHAM RETIRE HOME WEST SIDE OF WALKWAY	1	1	1	0	0 Y	
142	PARKWAY & SIR GALAHAD E LEG 20M S/S	1	1	1	0	0 Y	
74	PARKWAY @ MORGAN ACR. FROM ORCHARD ST.	1	1	1	0	0 Y	
141	ROBINSON & HAWKRIE 20M W OF HAWKRIE	1	1	1	0	0 N	FAD APPROVED 1988
68	ROSE WAY 20M W OF 9TH ON S/S OF ROSE	1	1	1	0	0 N	TRIPLE FAD CONSTRUCTED 19
69	TIER 5T 20M W OF 9TH S/S OF TIER 5T	1	1	1	0	0 N	FAD APPROVED 1986
71	WOOTEN WAY & CHURCH AT BUS SHELTER	1	1	1	0	0 Y	TRIPLE FAD CONSTRUCTED 19
139	WOOTEN WAY & PARKWAY NORTHWEST CORNER	1	1	1	0	0 Y	TRIPLE FAD CONSTRUCTED 19
72	WOOTEN WAY 20M S OF HAMILTON HALL E/S	1	1	1	0	0 Y	
73	WOOTEN WAY APPROXIMATELY 20M S OF HWY 87 N/S OF WOOTEN WAY	1	1	1	1	0 Y	TRIPLE FAD CONSTRUCTED 19
** Subtotal **		25	25	25	8	0	

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 6							
155	1020 DENISON N/S WEST OF HOOD	1	1	1	0	0 Y	
191	161b AVE 20M EAST OF LOCKRIDGE S/S	1	1	1	0	0 N	
149	319 ESNA PARK AT BUS SHELTER	1	1	1	0	0 Y	
178	400 ESNA PARK DRIVE N/S	1	1	1	0	0 Y	
159	450 ALDEN RD APPROX 500M W OF 14TH AVE	1	1	1	0	0 Y	
209	7100 WOODBINE AVENUE - GOLDEN BRIDLE	1	1	1	0	0 Y	PAD APPROVED 1983
240	ALDEN ROAD 20m WEST OF McPHERSON RD SOUTHSIDE	1	1	1	0	0	PAD APPROVED 1983
75	ALLSTATE PKWY 100M N OF HWY 7 E/S ALLSTATE.	1	1	1	0	0 Y	PAD APPROVED 1983
164	AMBER & HOOD 20M WEST OF HOOD N/S	1	1	1	0	0 Y	PAD APPROVED 1983
189	APPLECREEK 20M EAST OF WOODBINE N/S	1	1	1	0	0 Y	PAD APPROVED 1983
230	APPLECREEK BLVD 20 m EAST OF RODICK ROAD NORTHSIDE	1	1	1	0	0 Y	
226	AT 475 COCHRANE DRIVE AT STREET ENTRANCE	1	1	1	0	0 N	PAD APPROVED 1983
76	AT BUS SHELTER W OF LUNAR CRES.-HWY 7	1	1	1	0	0 Y	HTC AUTHORITY
161	BIRCHMOUNT & DENISON 20M S OF DENISON	1	1	1	0	0 Y	
77	CATCHET PKWY C.C. ENTR @ WOODBINE AVE.	1	1	1	0	0 N	
227	COCHRANE DRIVE 20m NORTH OF RYEBURN EASTSIDE	1	1	1	0	0 N	
78	COUNTRY EST. 20M N OF 16TH ON N/S	1	1	1	0	0 N	
145	DENISON & DON PARK E LEG 20M W OF DEN.	1	1	1	0	0 N	SINGLE PAD CONSTRUCTED 1983
163	DENISON & STEELCASE 20M E OF STEELCASE S/S	1	1	1	0	0 Y	PAD APPROVED 1983
80	DENISON 20M W OF WOODBINE BEH. CURB	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
79	DENISON APPROX 70M E OF WOODBINE ON S/S	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
241	DENISON STREET 20m EAST OF HOOD ROAD NORTHSIDE	1	1	1	0	0 Y	PAD APPROVED 1983
81	DICKSON HILL RD 20M E OF MKM RD S/S	1	1	1	0	0 N	
179	ESNA PARK 20M WEST OF ALDEN N/S	1	1	1	0	0 Y	
85	ESNA PK & DENISON AT BUS SHELTER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
84	ESNA PK 20M E OF WOODBINE ON S/S ESNA	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
83	ESNA PK @ STEELCASE BEH CURB ON S/S	1	1	1	0	0 Y	PAD APPROVED 1983
62	ESNA PK @ TELSON RD BEH CURB ON S/S	1	1	1	0	0 N	TRIPLE PAD CONSTRUCTED 1983
86	ESNA PK APPROX 500M E OF WOODBINE @ BUS	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
156	ESNA PK N OF STEELES AT BUS LOOP	1	1	1	0	0 Y	PAD APPROVED 1983
157	FERRIER & HOOD 20M WEST OF HOOD NORTHSIDE	1	1	1	0	0 Y	PAD APPROVED 1983
185	FERRIER 20M SOUTH OF GIBSON E/S	1	1	1	0	0 Y	SINGLE PAD CONSTRUCTED 1983
160	FRONT OF 1241 DENISON APPROX 300M W BIRC	1	1	1	0	0 Y	PAD APPROVED 1983
150	GIBSON & HOOD 20M W OF HOOD S/S	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
184	GIBSON 20M WEST OF WARDEN S/S	1	1	1	0	0 Y	
147	GOUGH & McNABB AT BUS SHELTER	1	1	1	0	0 Y	PAD APPROVED 1983
142	HOOD & ALDEN 20M S OF ALDEN N/S	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
188	HWY 7 20m EAST OF WOODBINE S/S	1	1	1	0	0 Y	
87	HWY 7 20m W OF MONTGOMERY ON N/S HWY 7	1	1	1	0	0 Y	HTC AUTHORITY
88	LEND 20M W OF WOODBINE ON N/S	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1983
146	146 20M W OF 146 ALDEN RD (10M)	1	1	1	0	0 Y	HTC AUTHORITY

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
** WARD 7							
100	BAYVIEW & STEELES AT BUS SHELTER	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
99	BAYVIEW @ LAURELEAF BEH S/W E. OF BAYV.	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
102	DON MILLS 20M N OF SIMONSTON (N LEG)	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
103	DON MILLS 20M S OF SIMONSTON (S LEG)	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
101	DON MILLS @ ENTRANCE TO MARKHAM PLACE	1	1	1	0	0 Y	REGION OF YORK AUTHORITY
105	JOHN ST & POSTWOOD LANE AT BUS SHELTER	1	1	1	0	0 Y	FAD APPROVED 1988
169	JOHN ST 20M E OF COTTONWOOD S/S	1	1	1	0	0 Y	NEW - 1986
168	JOHN ST 20M E OF DON MILLS S/S	1	1	1	0	0 Y	NEW - 1986
200	JOHN ST 20M EAST OF BAYWOOD GATE	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 19
104	JOHN ST @ BAYVIEW FAIRWAYS BEHIND S/W	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 19
107	JOHN ST AT R.J. CALDWORTH ARENA /PLAZA ENTRANCE.	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 19
167	JOHN ST IN FRONT OF PLAZA AT AILEEN RD	1	1	1	0	0 Y	FAD APPROVED 1988
108	STEELES & DON MILLS AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
109	STEELES & FAIRWAY HEIGHTS AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
110	STEELES & LAURELEAF AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
111	STEELES & MARKHAM PLACE AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
112	STEELES & OLD ENGLISH LN AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
114	STEELES & VALLONCLIFFE AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
115	STEELES & WAGGONERS WELLS LN AT BUS SH	1	1	1	0	0 Y	METRO ROADS AUTHORITY
113	STEELES 200M E OF WAGGONER WELLS @ BUS	1	1	1	0	0 Y	METRO ROADS AUTHORITY
165	STEELES @ CANADIANA AT BUS SHELTER	1	1	1	0	0 Y	METRO ROADS AUTHORITY
166	STEELES @ QUAIL VAL 20M N OF D.V.	1	1	1	0	0 Y	METRO ROADS AUTHORITY
116	WILLOWBROOK IN FRONT OF SHOPPING PLAZA	1	1	1	0	0 Y	METRO ROADS AUTHORITY
** Subtotal **		23	23	23	0	0	

NEWSPAPER BOXES DISTRIBUTION LIST

RECORD NUMBER	DESCRIPTION	GLOBE AND MAIL	TORONTO STAR	TORONTO FINANCIAL SUN	POST	OTHER COMPANIES	BUS ROUTE COMMENTS
#3 MARD 8							
212	ALDERGROVE AND TEDDINGTON	1	1	1	0	0 Y	
120	BIRCHMOUNT 20M N OF HARVEST MOON E	1	1	1	0	0 Y	
170	BIRCHMOUNT 20M N OF McNABB W/S	1	1	1	0	0 Y	
171	BIRCHMOUNT 20M S OF BIRURY E/S	1	1	1	0	0 Y	
117	BIRCHMOUNT @ RISEBROUGH CIR (N LEG) NORTH WEST CORNER	1	1	1	0	0 Y	PAD APPROVED 1988 TRIPLE PAD CONSTRUCTED 1988 TRIPLE PAD CONSTRUCTED 1988
118	BIRCHMOUNT @ RISEBROUGH CIR (S LEG) NORTHWEST CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1988
119	BIRCHMOUNT @ STEELES AT BUS SHELTER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1988
121	BIRCHMOUNT AT BUS ST IN FRONT OF FORD	1	1	1	0	0 Y	PAD APPROVED 1988
242	BIRCHMOUNT ROAD NORTH OF DENISON AT BUS SHELTER WESTSIDE	1	1	1	0	0 Y	PAD APPROVED 1988
211	BRIMLEY AND STEELES @ BUS LOOP	1	1	1	0	0 Y	
243	BRIMLEY ROAD 20M NORTH OF WINSTON ROAD WESTSIDE	1	1	1	0	0 Y	PAD APPROVED 1988
233	BRIMLEY ROAD 20M SOUTH OF DENISON STREET EASTSIDE	1	1	1	0	0 Y	PAD APPROVED 1988
234	BRIMLEY ROAD 20M SOUTH OF RANDALL WESTSIDE	1	1	1	0	0 Y	PAD APPROVED 1988
235	BRIMLEY ROAD AND HIGHGLEN	0	0	0	0	0	
213	BRIMLEY ROAD SOUTHSIDE 20M WEST OF CARDIFF ALONG FENCE	1	1	1	0	0 Y	LOCATION - HOLD DUE TO CON PAD APPROVED 1988
122	DENISON 20M E OF KENNEDY ON S/E CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1988
199	DENISON 20M WEST OF TEDDINGTON N/S	1	1	1	0	0 N	PAD APPROVED 1988
204	DENISON AND ALDERGROVE ON SOUTH EAST CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1988
216	DENISON STREET & EDEN AVENUE S/W CORNER	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1988
232	DENISON STREET 20M WEST OF McCOWAN NORTH SIDE	1	1	1	0	0 Y	PAD APPROVED 1988
214	DENISON STREET NORTHSIDE 20M WEST OF HALLORY	1	1	1	0	0 Y	
215	DENISON STREET SOUTHSIDE 20M EAST OF BRIMLEY	1	1	1	0	0 Y	
123	FENTON 20M S OF ALDERGROVE E/S	1	1	1	0	0 Y	TRIPLE PAD CONSTRUCTED 1988
231	HIGHGLEN 20M EAST OF KENNEDY ROAD NORTHSIDE	1	1	1	0	0 N	UNASSURED AREA
201	HILLCROFT AND STEELES AVENUE	1	1	1	0	0 N	
205	MASSEYFIELD AT ENTRANCE TO PLAZA	1	1	1	0	0 N	TRIPLE PAD CONSTRUCTED 1988
197	McCOWAN 20M NORTH OF STEELES W/S	1	1	1	0	0 N	REGION OF YORK AUTHORITY
174	PUTMAN & STEELES 20M E OF PUTMAN	1	1	1	0	0 Y	
124	PUTMAN ST 20M S OF HARVEST MOON W/S	1	1	1	0	0 Y	
172	STEELES 20M N OF KENNEDY N/S	1	1	1	0	0 N	TRIPLE PAD CONSTRUCTED 1988
190	STEELES 20M WEST OF BRIMLEY N/S	1	1	1	0	0 Y	METRO ROADS AUTHORITY
Subtotal		30	30	30	0	0	METRO BLADES AUTHORITY









Corporate Report

SEP 21 1988

OPERATIONS/WORKS

Received by
Clerk's Dept.

SEP 13 1988

Clerk's Files

Originator's
Files

T-86084 / T-88002
T-88003 / T-87066
T-87003 / T-86054

T-86084/T-88002
T-88003/T-87066
T-87003/T-86054
11 141 00045

DATE: August 30, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Exemption from Major Watercourse Improvement Levy for the Industrial Developments located in the vicinity of Kennedy Road and Derry Road East.

ORIGIN: Public Works Department

COMMENTS: Six Industrial Developments shown on the attached sketch are being proposed on lands in the area of Kennedy Road and Derry Road East.

They are:

1. Plan T-86084, Lostrock Corporation (85 Valleywood Drive, Markham, Ontario, L3R 5E5).
2. Plan T-88002, Rolls Holdings Ltd., (200 Ronson Drive, Suite 314, Toronto, Ontario, M9W 5Z9)
3. Plan T-88003, Kenderry Park Ltd., (4230 Sherwoodtowne Boulevard, Suite 200, Mississauga, Ontario, L4Z 2G6)
4. Plan T-87066, 763442 Ontario (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2)
5. Plan T-87003, Gottardo Properties, (185 Adesso Drive, Concord, Ontario, L4K 2Y1)
6. Plan T-86054, Annagem Investments Ltd., (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2)

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4(a)
.....2

T-86084/T-88002
T-88003/T-87066
T-87003/T-86054
11 141 00045

Under the Standard Financial Agreement the developers would be responsible for paying approximately the following Major Watercourse Improvement Levies:

1.	Lostrock Corporation (T-86084)		
	37.606 ha x \$8,194.50 per ha	=	\$308,162.37
2.	Rolls Holdings (T-88002)		
	33.132 ha x \$8,194.50 per ha	=	\$271,500.17
3.	Kenderry Park Ltd. (T-88003)		
	39.085 ha x \$8,194.50 per ha	=	\$320,282.03
4.	763442 Ontario Limited (T-87066)		
	39.008 ha x \$8,194.50 per ha	=	\$319,651.06
5.	Gottardo Properties (T-87003)		
	32.230 ha x \$8,194.50 per ha	=	\$264,108.74
6.	Annagem Investments Ltd. (T-86054)		
	60.777 ha x \$8,194.50 per ha	=	<u>\$498,037.13</u>
	Total levies from the above developments	=	\$1,981,741.50

The above developers have entered into a Cost Sharing Agreement to construct a storm detention pond on the east side of Kennedy Road, south of Derry Road East and major trunk storm sewers in various sizes up to 4800 mm x 2400 mm (16 ft. x 8 ft.) concrete box culverts from this detention pond westerly to Kennedy Road to provide a storm sewer outlet for their developments. In all cases the developers share of the cost exceeds the Major Watercourse Improvement Levies anticipated for their plans. The value of the works is estimated to be \$2,682,336.00

The estimated cost of the trunk storm sewer oversizing works for pipes in excess of 1500 mm (60 in.) in dia. to be undertaken is \$2,165,326.00

These works are now proceeding under a Servicing Agreement between the Trustee of the six developers and the City of Mississauga.

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H (b)
T-86084/T-88002
T-88003/T-87066
T-87003/T-86054
11 141 00045

CONCLUSION:

Since the total cost of the trunk storm sewer works in excess of 1500 mm (60 in.) dia. and the detention pond being carried out by the group of developers (\$2,165,326.00) exceeds the total Major Watercourse Improvement Levies (\$1,981,741.50) payable by Lostrock Corporation (T-86084), Rolls Holdings Ltd. (T-88002), Kenderry Park Ltd. (T-88003), 763442 Ontario Limited (T-87066), Gottardo Properties (T-87003), and Annagem Investments Ltd. (T-86054), these developers should be granted full credit against the Major Watercourse Improvement Levies payable for their entire lands located within the watershed of the proposed trunk storm sewers and detention pond.

RECOMMENDATIONS:

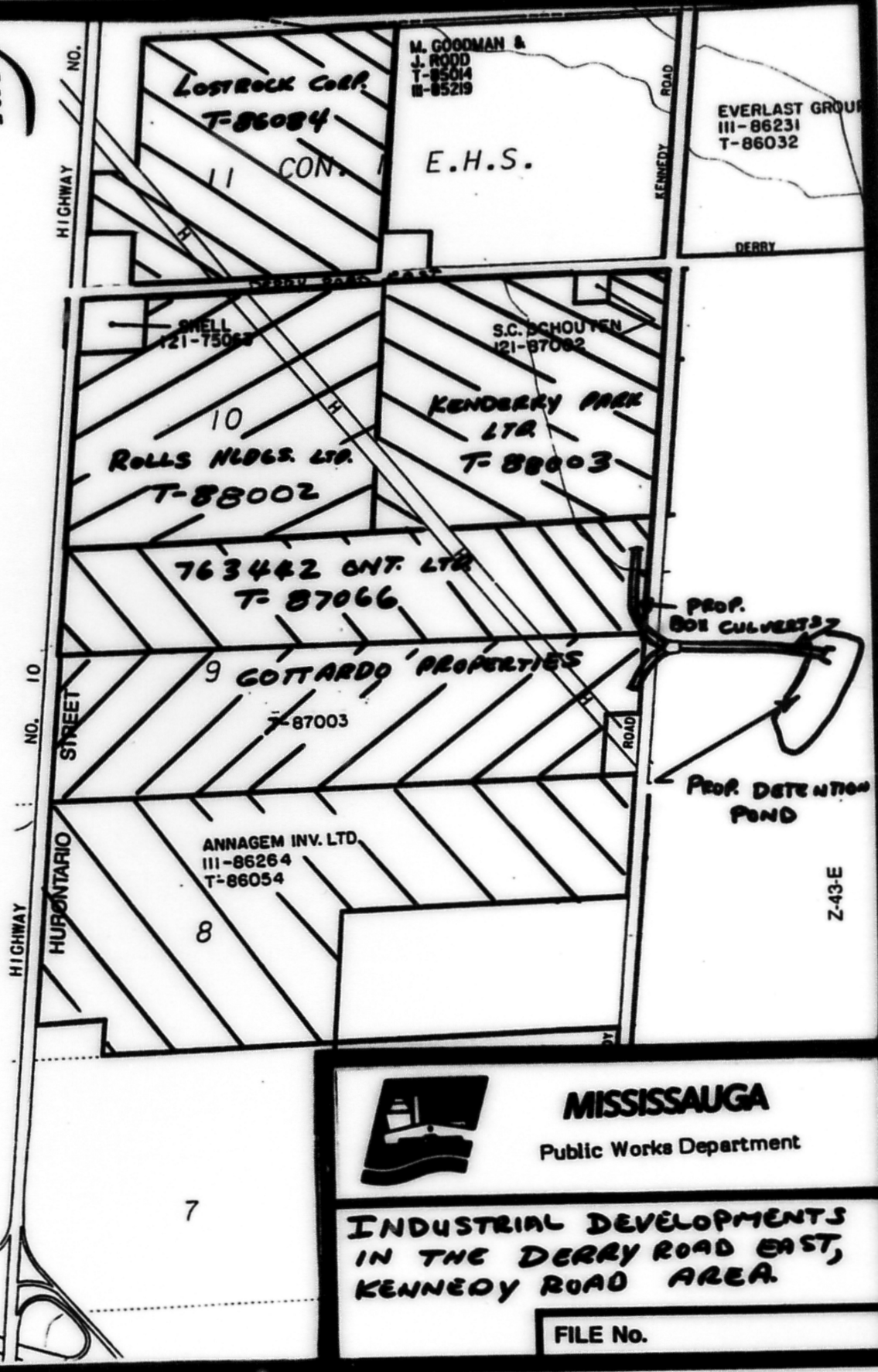
That the Financial Agreement for the following plans indicate that no Major Watercourse Improvement Levies are to be paid.

- (a) Lostrock Corporation (T-86084) - located north of Derry Road East and east of Hurontario Street
- (b) Rolls Holdings Ltd. (T-88002) - located south of Derry Road East and west of Hurontario Street
- (c) Kenderry Park Ltd. (T-88003) - located south of Derry Road East and west of Kennedy Road
- (d) 763442 Ontario Limited (T-87066) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (e) Gottardo Properties (T-87003) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (f) Annagem Investments Ltd. (T-86054) - located south of Derry Road East between Kennedy Road and Hurontario Street

BB
OPV/gb
0942E/052E

W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner
Public Works

H/M Z-52-E





Corporate Report

Received by SEP 13 1988
Clerk's Dept.

Clerk's Files M-589 Co 2
F.02.02

OPERATIONS/WORKS SEP 21 1988

Originator's
Files M-589
11-141-00045

DATE: September 8, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal works for Meadowvale North Industrial Subdivision, Phase 2, Stage 1, Plan M-589, located north of Derry Road and west of Mississauga Road (sketch attached).

ORIGIN: Servicing Agreement between Markborough Properties Limited, (90 Eglinton Avenue W., Toronto, M4R 2E7), the City of Mississauga and the Regional Municipality of Peel dated August 15, 1984.

COMMENTS: The subject development consists of 5 industrial blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in Plan M-589.

CONCLUSION: It has been concluded that all terms and conditions of the Engineering Agreement have been complied with and the City may proceed with the assumption of the municipal services and the release of any remaining securities.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Meadowvale Industrial Subdivision, Phase 2, Stage 1, located north of Derry Road and west of Mississauga Road.

5(a)

Operations and Works Committee

-2-

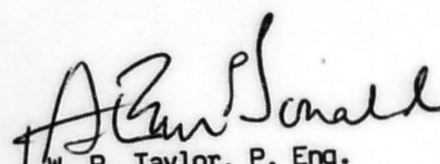
September 8, 1988

- RECOMMENDATION: b) return the Letter of Credit securing the Servicing Agreement for Plan M-589 (currently valued at \$521,175.64) to the developer, Markborough Properties Limited,
- c) enact a By-law establishing the road allowances within Plan M-589 as public highway and part of the municipal system of the City of Mississauga.

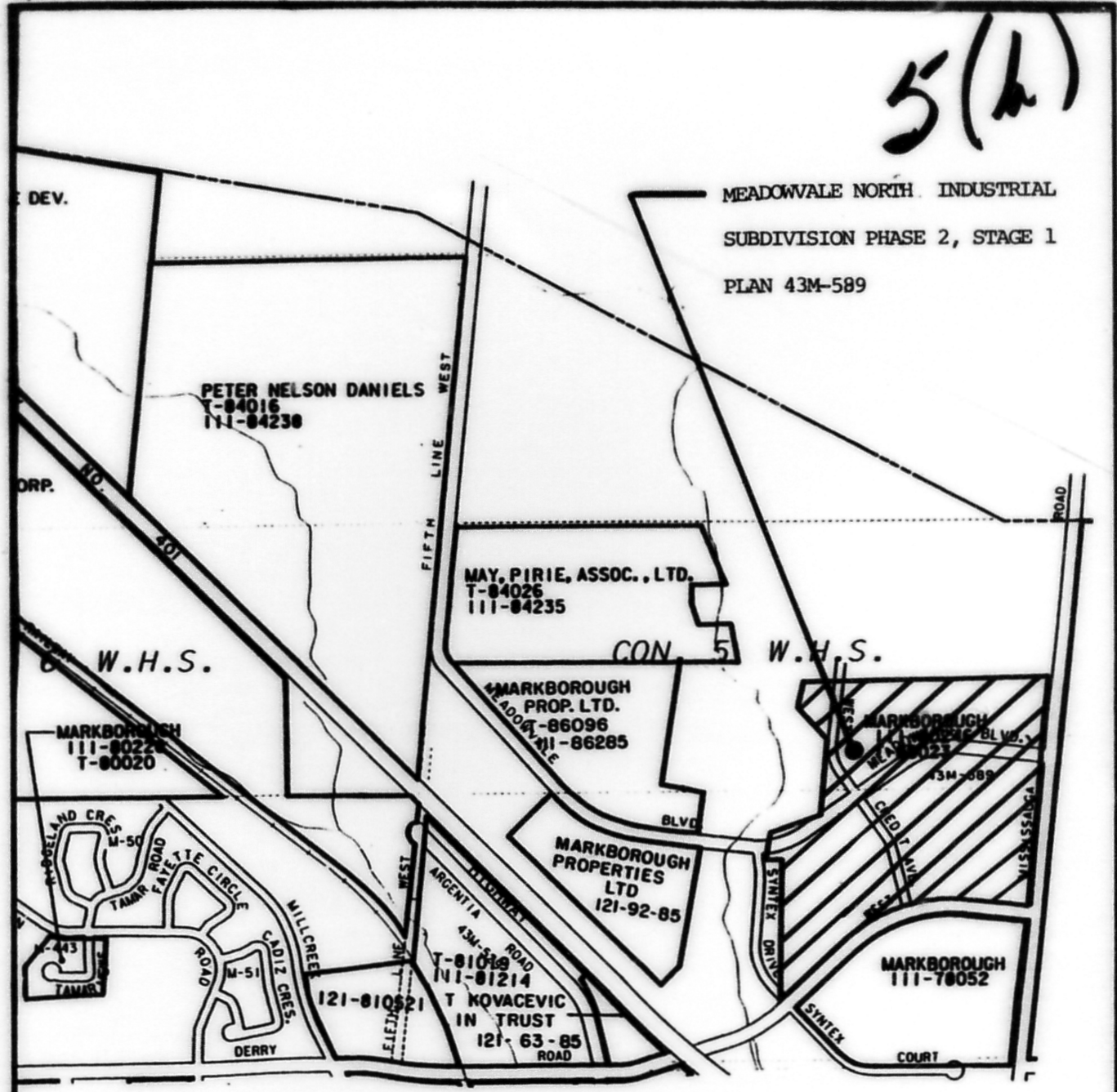
WJM/jam
0389E/143E

ENCL.

c.c. R.G. Charlton
L.J. Harvey
W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel
P. Marchiori
P. Davies
J. Pitushka


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

5(h)



Z-46-W



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

ASSUMPTION OF MUNICIPAL SERVICES FOR
MEADOWVALE NORTH INDUSTRIAL PHASE 2
STAGE 1, PLAN 43M-589



Corporate Report

OPERATIONS/WORKS SEP 21 1988

Received by
Clerk's Dept.

Clerk's Files

A. OR. 03.04

Originator's
Files

11 141 00045
11 161 00011
13 211 00008

DATE: September 6, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Application For Site Plan Approval For A Mobile PCB Destruction Facility at McDonnell Douglas Canada Limited.

ORIGIN: Public Works Department

BACKGROUND: Sun Environmental Corporation, on the behalf of McDonnell Douglas Canada Limited, has submitted to the Ministry of the Environment an application for Site Plan Approval for a Mobile PCB Destruction Facility.

The facility is to be located at McDonnell Douglas Canada Limited, 6972 Airport Road, Mississauga.

In accordance with the Environmental Protection Act, Ontario Regulation 148/86, the Ministry of the Environment requires receipt of a letter from the Mississauga City Clerk indicating receipt of the application.

COMMENTS: The purpose of locating this mobile PCB destruction facility at the McDonnell Douglas site is to remove polychlorinated biphenyls (PCB's) from oil contained in six on-site transformers.

After the transformer fluids have been processed, the PCB concentrations in all transformers will be below 50 parts per million (ppm) thus enabling MacDonell Douglas to reclassify the transformers to a non-PCB status.

The proposed treatment process is a completely closed system in that the equipment is directly connected to the transformer. The PCB contaminated oil is drawn out of the transformer, circulated through the treatment equipment, and then back into the transformer. The treatment consists of a high temperature chemical reaction which destroys the PCB's.

6(a)

COMMENTS (Contd)

As this destruction process involves a chemical reaction and filtration, the risks that are associated with other methods of PCB removal, namely incineration or burial, are avoided. Using an on-site treatment process also avoids risks involved in transporting the PCB material to a treatment facility.

The two by-products of the proposed process are waste sludge and spent filtration material.

The sludge will be sampled and stored in drums. If the material has a PCB concentration of less than 5 ppm it will be sent to an approved waste treatment centre for further treatment. Material with concentrations greater than 5 ppm will be transported to Sun Environmental's storage facility in Markham, Ontario by a licensed hazardous waste hauler where it will be stored in an approved storage facility until permanent disposal facilities become available.

The filtration material will be flushed until its PCB concentration is less than 2 ppm then it will be shipped to the U.S. for disposal.

Other miscellaneous solid waste items, ie. plastic drop sheet, gloves, etc. will also be placed in drums and transported to Sun Environmental facilities for storage. The handling of these by-products will be done in accordance with Ministry regulations.

It is anticipated that 5 drums of filtration material, 4 drums of treatment sludge and 1 drum of miscellaneous waste will be produced at this site.

It should be noted that the mobile PCB destruction process, proposed for use at this site, was approved by the Ministry of the Environment in October of 1986. At this time the equipment was extensively tested.

Each site at which the process equipment is set up is inspected by the Ministry to ensure that all required safety equipment is in place and that all necessary precautions have been taken.

The fire, health and police departments have received a copy of the contingency plan and will be notified, by MacDonell Douglas Canada, when the project is to begin and when it has been completed. These dates cannot be set until the Ministry approves the application.

(6/26/88)

The Ministry required MacDonell Douglas to hold a public information meeting concerning this application. In accordance with the Ministry requirements for public notification, MacDonell Douglas ran a notice of the meeting in a local paper, the Toronto Star, for three consecutive days prior to the meeting date. In addition the company also placed a notice in the Mississauga News.

The public meeting was held at the International Centre in Malton on August 29, 1988. Several concerns were raised by the residents of Malton and employees of MacDonell Douglas. Much of the discussion was not focused on the application presented but on the storage of chemicals at the plant and the method by which the public meeting was announced.

Concerns over the proposed removal of PCB's were focused on the possibility of an accident occurring during the treatment process. Residents were assured that extensive safety measures will be taken by trained Sun Environmental staff and that in the unlikely event of a spill or fire, the on site supervisor has the correct equipment to deal with the problem, but would also immediately call the local fire department or regional waste management forces to inform them of the problem and to get back-up help if necessary.

It was stressed that MacDonell Douglas is under no obligation from the Ministry of the Environment to remove the PCB's, but is doing so voluntarily, and that the company advertised the public meeting in accordance with Ministry requirements. x

CONCLUSIONS:

Implementation of the Mobile PCB Destruction Process at MacDonell Douglas Canada Limited will significantly reduce the present concentrations of PCB's contained in transformer fluids at this site.

A public meeting was held on August 29, 1988 by MacDonell Douglas to inform any concerned residents of the undertaking. Concerns regarding the application that were raised at this meeting were addressed by MacDonell Douglas Canada and Sun Environmental.

The MacDonell Douglas transformers are located in an industrial area and thus comply with the Mississauga zoning by-law.

September 6, 1988

6(a)

CONCLUSIONS (Contd.)

It should be noted that the Ministry of the Environment does not require the City to give approval of this proposal. The City is required to indicate receipt of the application and is requested to forward any concerns that we may have. A representative of MacDonell Douglas Canada Limited will be in attendance at the Council session.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga has been notified of and has no objection to the Application for Site Plan Approval for a Mobile PCB Destruction Facility by MacDonell Douglas Canada Limited, 6972 Airport Road, Mississauga.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Public Works Department.

WPT:PMC
0624E/73-76



Received by
Clerk's Dept.

Clerk's Files

Originator's Files T-86041

OPERATIONS/WORKS SEP 21 1988

DATE: September 14, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works

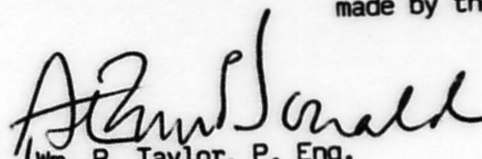
SUBJECT: Letter of Credit Reduction - Square One - Subdivision T-86041.

COMMENTS:

Attached is a copy of our memorandum to the Finance Department dated August 12, 1988, recommending that the Letter of Credit for the above noted subdivision be reduced from \$7.78 Million to \$2.47 Million. Also attached is a memorandum from Councillor Taylor dated August 19, 1988, requesting that the Letter of Credit not be reduced. The Subdivision Plan is not yet registered and as of this date there are still some outstanding items which have to be resolved prior to registration. The recommended reduction in the Letter of Credit is primarily due to the fact that Rathburn Road and Duke of York Boulevard have been constructed to base course asphalt and are, in fact, open to traffic. The Letter of Credit securing these works should therefore be reduced in the normal manner.

RECOMMENDATION:

That the Letter of Credit secured in the amount of \$7,783,357.96 for Plan of Subdivision T-86041 be reduced to \$4,669,291.75 and that the necessary arrangements be made by the City Treasurer in this regard.


Wm. P. Taylor, P. Eng.
Commissioner
Public Works

Attach's.

AEM:dbw
0550E/167E

W. H. Munden
Finance

7(a)
[REDACTED]
W. P. Taylor
Public Works

August 12, 1988

RE: Letter of Credit Reduction
Mississauga City Centre
Square One Rathburn Road Civic Avenue

On behalf of R.E. Winter & Associates, 4255 Sherwoodtowne Boulevard, Mississauga, Ontario, L4Z 1Y5, the consulting engineer for Hammerson has submitted a request for a reduction of the Letter of Credit, currently valued at \$7,783,357.96.

We have reviewed this request and find that a reduction can be permitted down to \$4,662,291.75, which will secure the outstanding works and the maintenance requirements.

Would you please make arrangements to have the Letter of Credit for the above noted development reduced from the present value of \$7,783,357.96 to \$4,662,291.75.

All other terms and conditions are to remain unchanged.

This is not an acknowledgement of approval or acceptance by the City, of the works which this reduction covers.

ORIGINAL SIGNED BY

W. P. Taylor, P. Eng.
Commissioner
Public Works

RR/jam
0525E/143E

Encl.

cc: Mayor H. McCallion
Councillor L. Taylor
R. Parzei
R. Rinne
D. Waters
R.E. Winter
Hammerson Canada, M. Smith



City of Mississauga

MEMORANDUM

Roma

To W.P. Taylor, Commissioner
Dept. Public Works

From L.C. Taylor
Dept. Councillor, Ward 4

August 19, 1988

RE: Letter of Credit Reduction
Mississauga City Centre
Square One Rathburn Road Civic Avenue
File: T-86041

Further to your memorandum dated August 12, 1988, addressed to W.H. Munden, please be advised that I do not want this Letter of Credit reduced until I get a satisfactory answer with respect to the subdivision plan.

Your prompt attention to this matter is appreciated.

Larry Taylor,
Councillor, Ward 4.

cc. W.H. Munden



Corporate Report

SEP 21 1988

OPERATIONS/WORKS

Received by
Clerk's Dept. SEP 14 1988

Clerk's Files F.02.06.01 - 8

Originator's
Files 11 141 00045
17 111 88141

DATE: September 12, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Proposed Decorative Streetlighting
Credit Valley Meadows - Phase 1A
Fitzwood Lands

ORIGIN: Request on behalf of Fitzwood Investments Limited for approval to use non-standard decorative lighting.

BACKGROUND: Ronald T. Gayowsky Limited, Electrical Consulting Engineers for Fitzwood Investments Limited, have submitted a written request (sketch attached) proposing to use a non-standard decorative concrete light pole together with a decorative coach-like luminaire, in accordance with a previous approval issued to Erin Mills Development Corporation in December of 1987.

The areas approved for decorative lighting in Erin Mills are shown on the enclosed sketch (Attachment 'A') together with the additional areas requested by Fitzwood Investments Limited (Attachment 'B').

As with the previous Erin Mills approved lighting, the decorative streetlighting proposal consists of a Crouse-Hinds Traditionaire luminaire directly mounted on a Stress/Crete Limited Hiwayman Concrete pole, as shown on Attachments 'C'1 and 'C'2.

These lighting standards will be installed on local and collector residential streets within the development areas.

CONCLUSIONS: The Public Works Department has reviewed the Fitzwood Investments Limited request and concluded that approval for use of the decorative lighting on minor residential and collector roads for Fitzwood Investments Limited should be granted subject to the following conditions:

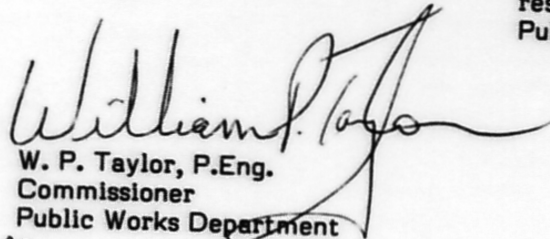
September 12, 1988

sla

1. that the luminaires design apply only to minor local and collector streets, and conform to the Erin Mills Development Corporation design, as approved by Council on December 8, 1987;
2. that a replacement stock of 10% of all streetlight poles and luminaires be placed in City stock at no charge;
3. that prior to the assumption of the subdivision "as constructed", lighting levels are to be measured and submitted to the City for approval and that the Letter of Credit securing the streetlighting works will not be reduced until this condition has been resolved to the satisfaction of the Commissioner of Public Public Works.

RECOMMENDATIONS:

1. That the decorative lighting proposed for use by Fitzwood Investments Limited on minor residential and collector roads be approved subject to the following conditions:
 - (a) the luminaires design apply only to minor local and collector streets, and conform to the Erin Mills Development Corporation design, as approved by Council on December 8, 1987;
 - (b) a replacement stock of 10% of all streetlight poles and luminaires be placed in City stock at no charge;
 - (c) prior to the assumption of the subdivision "as constructed", lighting levels are to be measured and submitted to the City for approval and that the Letter of Credit securing the streetlighting works will not be reduced until this condition has been resolved to the satisfaction of the Commissioner of Public Works.


W. P. Taylor, P.Eng.
Commissioner
Public Works Department

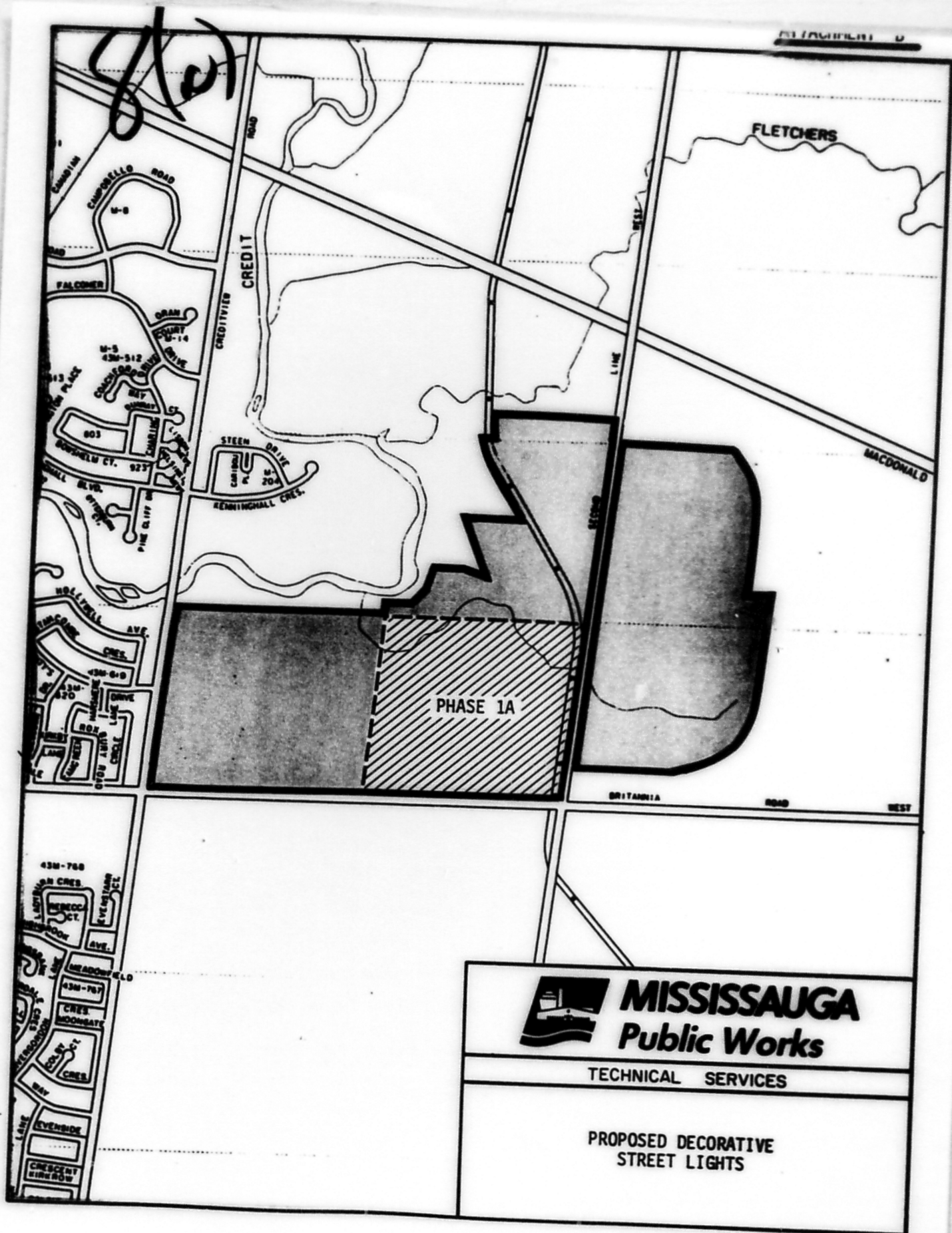
WVF:jrr
0333E



MISSISSAUGA
Public Works

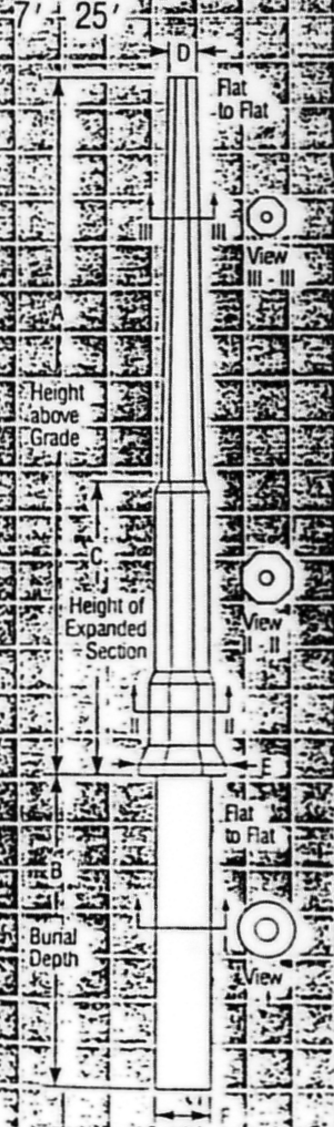
TECHNICAL SERVICES

DECORATIVE STREET LIGHTS
APPROVED DEC. 7, 1987

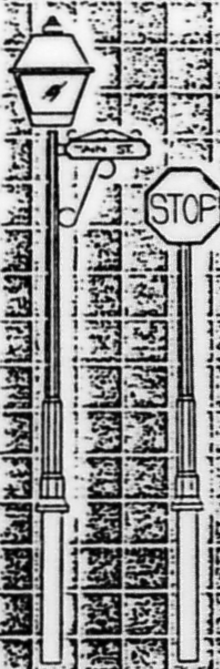


THE CLASSIC FAMILY

An extraordinary and totally versatile family of unique architectural lighting poles with that indefinable turn of the century flavour. Available in all decor colours and finishes, together with our beautiful new "eclipse" mounting heights range from 7' - 25'.



SLIMLINE



7' - 10' Perfect indoors or out. Malls, driveways or people areas.

COACHMAN



12' - 15' Beautifully effective lighting with pedestrian scale in mind.

HIWAYMAN



20' - 25' Street lighting where efficiency and aesthetics are of equal importance.

	CS 7	CS 10	CC 12	CC 15	CH 20	CH 22	CH 25
A	7'3"	10'2"	13'0"	15'0"	20'0"	22'0"	24'8"
B	4'7"	4'7"	4'7"	4'7"	5'0"	5'0"	5'0"
C	35 1/2"	35 1/2"	4'6"	4'6"	4'7"	4'7"	4'7"
D	3 3/4"	3 1/8"	4 1/2"	4"	5 5/8"	5 3/8"	4 3/4"
E	10 3/4"	10 3/4"	14"	14"	16"	16"	16"
F	6"	6"	8 1/4"	8 1/4"	10"	10"	10"
G*	4 sq. ft.	4 sq. ft.	8 sq. ft.	8 sq. ft.	12 sq. ft.	12 sq. ft.	12 sq. ft.
H*	450 lb	500 lb	975 lb	1,050 lb.	1,300 lb.	1,425 lb	1,500 lb

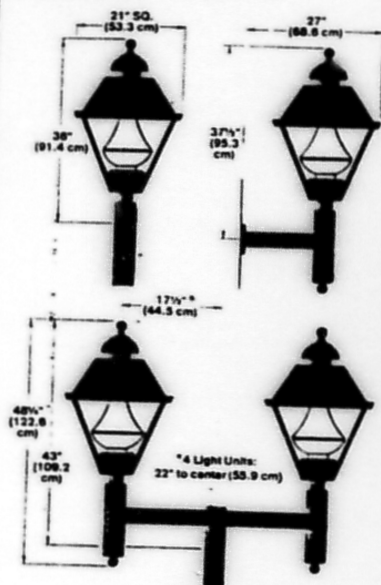
*G - EPA 85 mph Wind *H - Weight

DIRECT BURY - BASE MOUNT - POST TOP - SIDE MOUNT - YOUR CHOICE - AND NO MAINTENANCE - EVER!

Ordering Information

ATTACHMENT 'C'2

PERICLINE



POLE LOADING DATA

No. of Lights	APPROX. WEIGHT #	EPA (Sq. Ft.)
1	50	2.1
2	110	5.7
4	220	7.9
Wall Mount	56	2.8

Wall mounting plate 6-5/8" x 5-3/16"

How to assemble a complete catalog number

1. Select the desired luminaire catalog number. Include applicable option/selection suffixes.
2. Select the desired pole prefix.
3. Combine the desired pole prefix number and luminaire catalog number as follows:

Example:

Desired Pericline:
Traditional (Series 73000), twin head
175W MH, 208 volt, mounted on a
12' ornamental (Series F6000) pole.
Finish to be black.

Resultant Catalog Number

POLE PREFIX LUMINAIRE CAT. NO.

F6212JA/73212-20-BL



Series 73000

Catalog Numbers

Lamp† Use "BT" Type Lamps	Single	Twin (2 @ 180°)	Quad (4 @ 90°)	Single Wall Mount
SERIES 73000—TRADITIONAL (LUMINAIRE ONLY)				
175W MH*	73112-00-00-00	73212-00-00-00	73412-00-00-00	WM/73012-00-00-00
70W HPS	73120-00-00-00	73220-00-00-00	73420-00-00-00	WM/73020-00-00-00
100W HPS	73121-00-00-00	73221-00-00-00	73421-00-00-00	WM/73021-00-00-00
150W HPS	73122-00-00-00	73222-00-00-00	73422-00-00-00	WM/73022-00-00-00

*Metal Halide ballast is supplied. Mercury Vapor lamp may be used.

Pole Prefix

POLE HEIGHT IN FEET	SERIES A3000 4" DIA. ROUND NON-TAPERED ALUMINUM		SERIES F6000—ORNAMENTAL FIBERGLASS	
	Pole Finish		Pole Finish	
8	Black Duranodic Anodized	Bronze Duranodic Anodized	Black Polyurethane	N/A
10	A3208HA	A3108HA	F6210JA	N/A
12	A3210HA	A3110HA	F6212JA	N/A
14	A3212HA	A3112HA		
	A3214HA	A3114HA		

Can. Patent No. 998983

U.S. Patent No. 3836767

Options/Selections

a) Ballast Voltage		b) Finish	
Code	Voltage	Code	Finish
12	120	BZ	Bronze Paint
20	208	BL	Black Paint
24	240		
27	277		
34	347		
c) Options			
Code	Option		
LE	Polycarbonate Enclosure		
ASY	Asymmetric Distribution		
C45	"Short" House Side Cutoff		
C90	"Full" House Side Cutoff		
WPR	Weatherproof Duplex Receptacle (120V, pole mounted)		
GFI	Ground Fault Interrupting Receptacle (120V, pole mounted)		
LDR	Ladder Rest (F6000 pole only)		



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files

11 141 00045
13 211 00024

OPERATIONS WORKS **SEP 21 1988**

DATE: September 13, 1988.
TO: Chairman and Members of Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Sawmill Valley Drive - Sawmill Valley Public School/St. Mark Separate School.

ORIGIN: Public Works Department.

BACKGROUND: The problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive have been addressed on a number of occasions. The prohibitive signing currently in place has been altered several times to reflect the needs and desires of the parents, residents and safety of the students. Unfortunately, an appropriate compromise was never obtained as there was always dissatisfaction and complaints from at least one party. This resulted in confusion at times, potential for conflict, difficulties with respect to safety of the schoolchildren, and occasionally irate parents when the Peel Regional Police were requested to enforce the stopping prohibitions.

CURRENT STATUS: Stopping is currently prohibited on both sides of Sawmill Valley Drive during school hours (8:00 a.m.-6:00 p.m.), adjacent to and opposite both schools (Figure 1). Since neither school principal permits parents to drive on school property in order to discharge/pick-up their children, and since stopping is prohibited on the street, there is little area available for the parents who drive their children to school. A parking lot to accommodate a City park immediately south of Sawmill Valley School is available and is utilized by some parents, particularly those from Sawmill Valley Public School.

COMMENTS: On the basis of a petition and deputation by Mrs. Kishimoto, the Traffic Safety Council at its meeting of February 14, 1988 recommended the stopping prohibitions on both sides of Sawmill Valley Drive that are currently in place. City Council approved these works at its meeting. Previously, parking/stopping was permitted on the east side of Sawmill Valley Drive in front of each school. No stopping was permitted in the vicinity of the school crossing and the school driveways.

...../2

COMMENTS:
(cont.)

g(a)

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

The areas of concern were as follows:

- (i) Relocation of the school crossing slightly southerly to align with the walkway between the two schools;
- (ii) Replacement of the existing crossing lines with bolder, more visible crossing blocks;
- (iii) Paving of the boulevard at the new crossing location;
- (iv) Removal of portions of the prohibitive stopping signs to permit some parking/stopping in front of the schools.

With regard to these areas of concern, Public Works staff have reviewed the school areas and feel that all concerns can be safely accommodated. It is felt that portions of the existing no stopping prohibition can be removed between each school's access points to permit parents to stop on the east side of Sawmill Valley Drive. However, for the protection of the crossing guard, students and vehicular traffic, 'no stopping prohibitions' must remain adjacent to the school crossing and the school driveways and on the west side of Sawmill Valley Drive.

The relocation of the crosswalk may create some difficulties with the residents of Sawmill Valley Drive, however, it is felt that the relocation is required. Public Works Department staff will contact affected residents on Sawmill Valley Drive.

An additional concern which was introduced by area residents previously and addressed at the meeting of March 9, pertained to the use of residential driveways and on-street 'u-turns' by parents after the discharge or pick-up of the school children. This action was indicated by area residents as being both excessive and dangerous and was therefore brought to the attention of the Peel Regional Police. The concern was investigated by Sgt. T. Richmond who has reported that a four day review resulted in two 'u-turns', four residential driveway turns and four daily school driveway turns. Based on these results there is apparently not a significant problem.

..../3

9(h)

CONCLUSION:

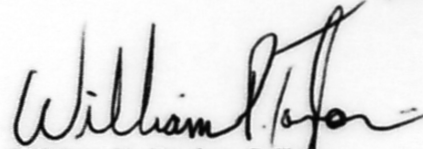
Based on the Public Works Department review, the relocation of the school crossing and the removal of portions of the stopping prohibitions satisfactorily meet the needs of those parents who must drive their children to and from school.

It is felt that this action will provide an adequate level of safety for the school children, crossing guard, motorists and area residents. However, in an effort to further enhance safety for all involved, the Public Works Department will undertake the following:

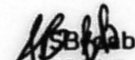
- (i) Preparation for distribution by both schools, a plan illustrating the signing arrangements and the area where parking/stopping will be legally permitted;
- (ii) A review with Recreation and Parks personnel of the existing City park parking lot with the intention of upgrading the lot and providing a possible connection to the existing school walkway;

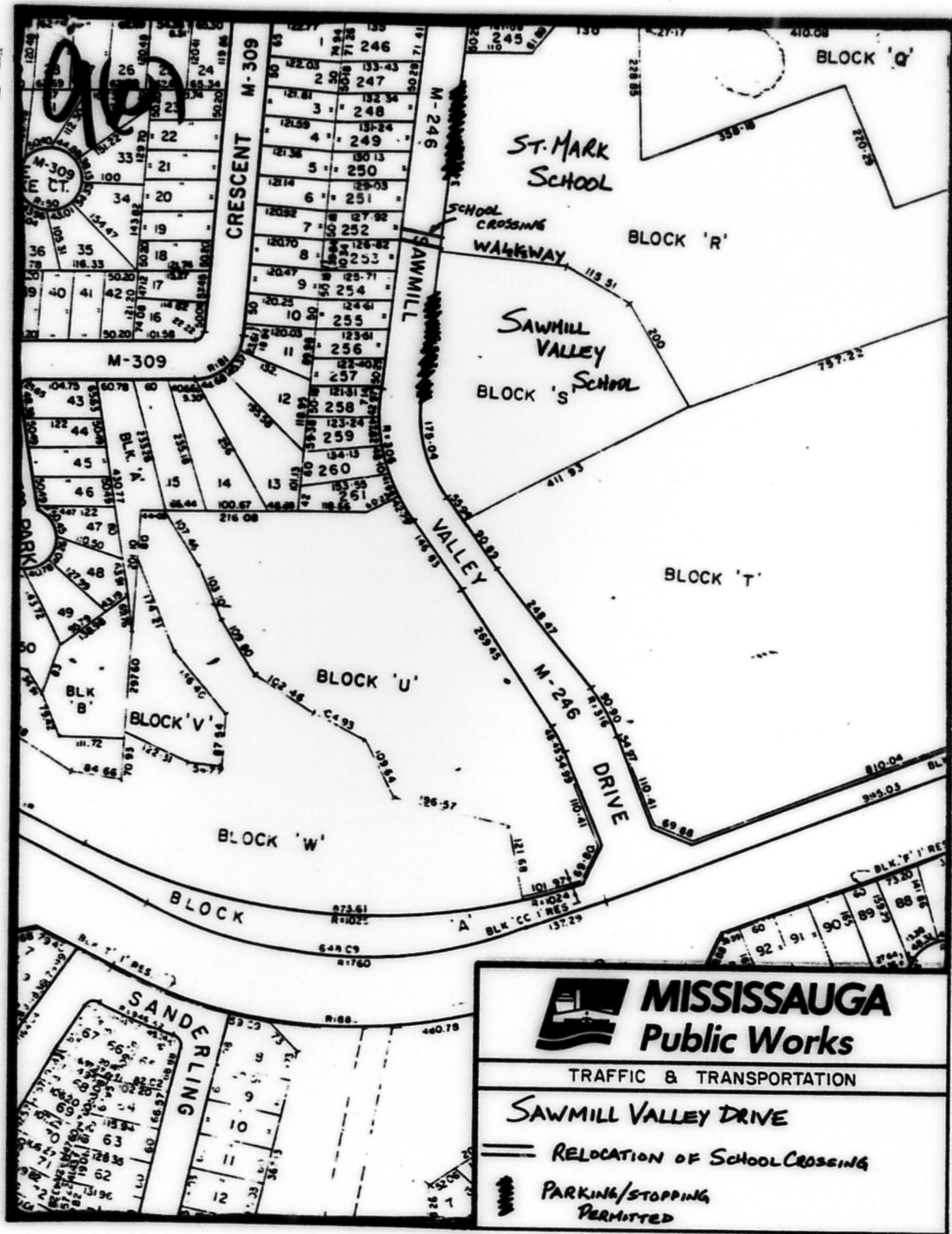
RECOMMENDATION:

- (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley School and St. Mark's School and be equipped with painted crossing blocks and paved boulevards as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for the Sawmill Valley Public School to permit parking/stopping;
- (c) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School to permit parking/stopping;
- (d) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted;
- (e) That the Public Works Department and Recreation and Parks Department review the feasibility of upgrading of the parking lot immediately south of Sawmill Valley School, and the provision of a connecting link to the existing walkway.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

c.c. Councillor Lane
Dorene Vinter
Sgt. Richmond


0594E



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

SAWMILL VALLEY DRIVE

RELOCATION OF SCHOOL CROSSING

PARKING/STOPPING
PERMITTED



Corporate Report

Received by SEP 14 1988
Clerk's Dept.

Clerk's Files A.02.05.03.07

10

OPERATIONS/WORKS SEP 21 1988

Originator's
Files

11 141 00045
11 121 00003

DATE: September 12, 1988
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Erosion Control and Bank Stabilization Project - Sheridan Creek - Clarkson Road to Meadow Wood Road Report Request 88/89

ORIGIN: Public Works Department

BACKGROUND: The Credit Valley Conservation Authority commissioned Chisholm Flemming and Associates, Consulting Engineers, to prepare a report on erosion control and slope stabilization for the Sheridan Creek area between Clarkson Road and Meadow Wood Road.

Their report recommends that erosion works be undertaken on an 80 metre section of the north streambank that is actively eroding, and, that bank stabilization works be done on the south bank, behind 1713, 1719, and 1725 Missenden Crescent.

This project was presented to the Province by the Authority in 1987 for a 1988 grant to cover 55% of the project cost. The City would pay the remaining 45%. The funding was not received for 1988. The project description has been altered and resubmitted for consideration for 1989 grants.

COMMENTS:

The Conservation Authority has divided the works to be done on the Sheridan into two separate projects in order to increase the probability of obtaining 1989 Provincial funds.

The first project is the bank restabilizing works required on the south bank, behind 1713, 1719 and 1725 Missenden Crescent. It is anticipated that this project will receive funding as there is a risk of damage or loss to structures. If Provincial funding is not received the Authority will proceed with the project in 1989, taking funds from their local priorities budget.

102a)

Chairman and Members of the
Operation and Works Committee

- 2 -

September 12, 1988

COMMENTS (Contd)

The second project is the erosion protection works required on the north bank of the creek. This erosion, however active, is not threatening to structures and as such it is not anticipated that Provincial funding will be received for these works in the near future.

The erosion occurring on the north bank is affecting the backyards of five homes on Sunningdale Bend resulting in loss of property and mature trees. The length of bank requiring protection is 80 metres. The estimated cost of placing armor stone protection along this bank is \$90,000.

CONCLUSIONS:

As the banks of the Sheridan Creek between Meadowood Road and Clarkson Road are rapidly eroding, stabilizing works should be undertaken as soon as possible. The problem has been identified by the C.V.C.A. for several years however provincial funding has not been obtained.

Residents in the area are quite concerned over increasing losses of mature trees and property and are worried that if nothing is done before spring runoff 1989 the loss of property at that time will be substantial.

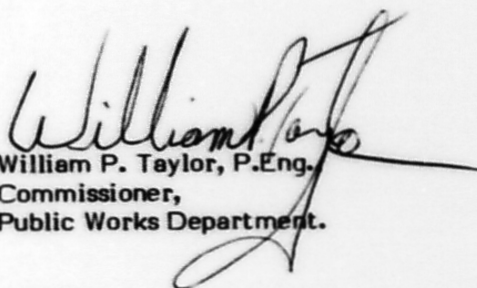
The C.V.C.A. will complete the stabilization works required on the south bank and has agreed to undertake the engineering design required for both the stabilization works and the erosion protection works, and to administer the project.

To prevent further loss of private lands, it is recommended that the City undertake the erosion portion of the required works in 1988 at an estimated cost of \$90,000. Funds for this work are available in account number 86-139. In order to construct and maintain these works, permanent easements will be required from the six affected property owners.

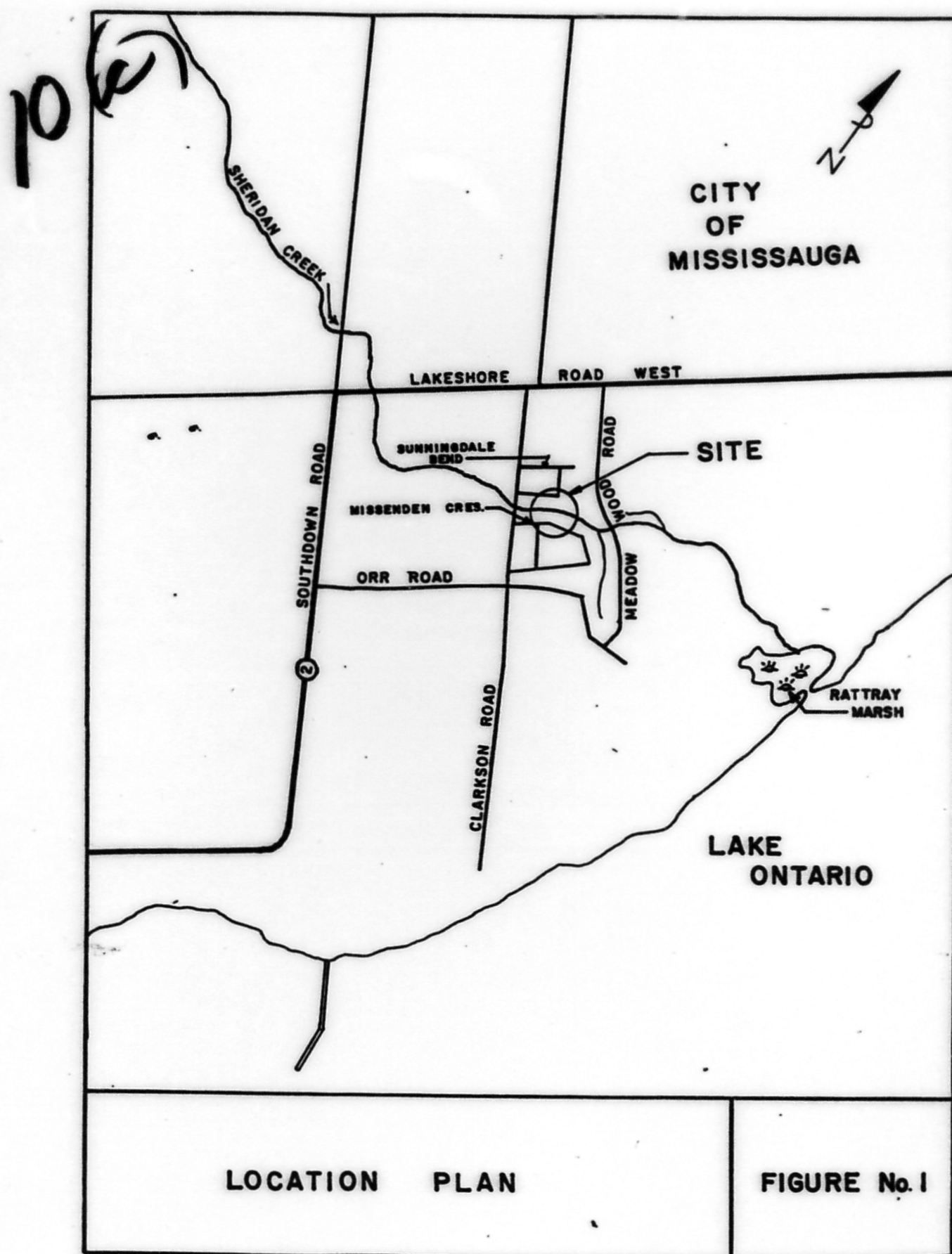
10 (du)

RECOMMENDATION:

That the City of Mississauga undertake erosion control works in 1988 on the north bank of the Sheridan Creek for eighty meters downstream of Clarkson Road, at an estimated cost of \$90,000 with funding to be drawn from account number 86-139, provided that the property owners affected by these works provide permanent easements for the construction and maintenance of the erosion protection works.


William P. Taylor, P.Eng.
Commissioner,
Public Works Department.

JM:PMC
0624E/77-79



J.W. Nigh, A.M.C.T., C.M.C.
City Clerk

S.F. Brickell, A.M.C.T.
Deputy City Clerk

Refer to: J. de Barros
Tel: 396-7159

CITY OF SCARBOROUGH

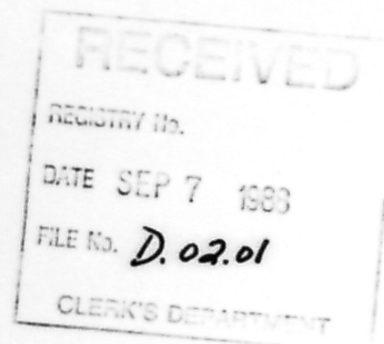
11
150 Borough Drive
Scarborough, Ontario
Canada M1P 4N7

August 29, 1988.

OPERATIONS/WORKS

SEP 21 1988

Mr. T.L. Julian,
Clerk,
City of Mississauga,
300 City Centre Drive,
Mississauga, Ontario.
L5B 3C1.



Dear Sir:

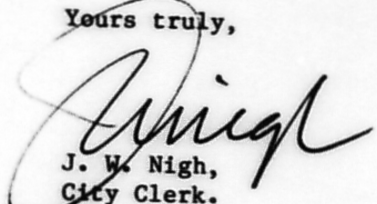
Re: Grass Fires - Railway Rights-of-Way

We attach a copy of a communication sent to the National Transportation Agency of Canada on the subject matter.

Council is seeking the support of your Council and other area municipalities of its request of the Agency in a continued effort to protect neighbourhoods from the danger of grass fires that continuously occur along the railway rights-of-way.

Please place this matter before your Council for its consideration.

Yours truly,


J. W. Nigh,
City Clerk.

:jb
Encl.



J. V. Nigh, A.M.C.T., C.M.C.
City Clerk

S.F. Brickell, A.M.C.T.
Deputy City Clerk

150 Borough Drive
Scarborough, Ontario
Canada M1P 4N7

Refer to: J. de Barros
Tel: 3967159

August 29, 1988.

Mr. K. Thompson,
Executive Director,
The National Transportation Agency of Canada,
Ottawa, Ontario,
K1A 0N9.

Dear Sir:

Re: Grass Fires Along the Railway Rights-of-Way

The attached copy of Clause 2, Report No. 14 of the Building, Fire and Legislation Committee, which was adopted with amendment by the Scarborough Council on August 22, 1988, outlines the action which this municipality deems necessary to ensure that more effective corrective measures are adopted by CP Rail that would prevent the emission of the hot carbonaceous particles from their locomotives, which have caused grass fires along their rights-of-way for many years.

A record of the fires which occurred from January 11 to August 5, 1988, and a map of the locations are attached, and we draw to your attention the number of days on which there were frequent fires. While the dry spell experienced this summer may have been a contributing factor to the significant increase in grass fires, these fires are not limited to the summer months.

We were assured by CP Rail that routine maintenance programs both on their engines and to keep the grass mowed and the rights-of-way free of debris were being conducted but their locomotives continued to emit the sparks that start the fires. CP has now implemented the request of our Fire Prevention Bureau and have utilized Turbo-charged locomotives for local assignment in the high risk area from July 18, 1988. This has alleviated the problem but it is the view of our Fire Department that should CP Rail revert to the use of their regular engines, the problem will again occur.

Council is, therefore, requesting the National Transportation Agency to:

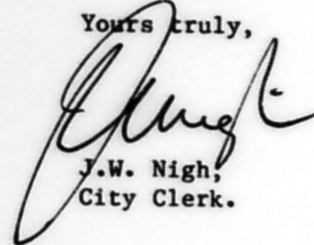
11(h)

Page 2....

1. Review the current regulations to ensure that the standards set for such locomotives are sufficiently adequate to ensure the prevention of grass fires on the railway rights of way;
2. Carry out inspections of CP Rail locomotives to ensure that the Turbo-engines continue to be utilized in high risk areas both in Scarborough and other communities where this problem needs to be addressed, and to ensure that regulations are being met with respect to maintenance of engines and spark arrestors to prevent the emissions of hot carbonaceous particles.

I would appreciate it if you would place this matter before your Board for consideration.

Yours truly,



J.W. Nigh,
City Clerk.

:jb
Encl.

11/62

CITY OF SCARBOROUGH

Clerk's Department

Recommendation embodied in Report No. 14 of the BUILDING, FIRE AND
LEGISLATION COMMITTEE adopted as amended by Council at its meeting held on
August 22, 1988

2. Grass Fires Along the Railway Rights-of-Way

Committee received:

- (a) the following Notice of Motion of Alderman M. Mushinski/
Alderman D. Mahood, which was referred by Council on June 19,
1988, for consideration by Committee and a report by the Fire
Chief on meetings with C.P. and C.N. officials:

"WHEREAS the recent dry spell has led to a significant
increase in the number of fires along CP/CN railway rights-
of-way, and

WHEREAS this problem has existed for many years, and

WHEREAS such fires endanger the lives and property of
Scarborough citizens,

THEREFORE BE IT RESOLVED that Council request the National
Transportation Agency to impose an immediate moratorium on
all CP/CN operations until such time as said rail companies
file fire safety and prevention plans with the City of
Scarborough and to the satisfaction of the Fire Chief."

- (b) Report of L.C. Mangoff, Solicitor, which was concurred in by the
the Fire chief and the Director of Fire Prevention, viz:

"The Building, Fire and Legislation Committee, at its meeting of July
4, 1988, requested that the Law Department, in conjunction with the
Fire Department, comment on the possibility of laying charges against
C.P. Rail.

The Fire Prevention Bureau staff has done an extensive study of the
matter (including making a video tape of areas of prime concern), and
have had a number of conversations with representatives of C.P.
Rail.

11(d)

C.P. Rail representatives have verbally agreed that hot carbonaceous particules emitted by exhaust stacks of locomotive engines are the source of ignition. This has been observed by Fire Department Operational staff, however, the C.P. Rail representatives have indicated that they feel that the present spark arrestors and their routine maintenance program for their engines are good enough to solve the problem. The Fire Prevention Bureau has indicated to C.P. Rail that this is not satisfactory, and has asked C.P. Rail to install additional screen type spark arrestors. C.P. Rail have indicated that this has been tried and it has caused increased carbon build up in their engines.

As an alternative, the Fire Prevention Bureau has requested that C.P. Rail, failing to provide a remedy with the type of locomotive engine presently in use, that the type of locomotive be changed to one that will not emit the hot carbonaceous particles that are the source of the ignition. In response to this request, C.P. Rail, by letter dated the 28th day of July, 1988 (a copy of which is attached hereto) has advised that they have placed Turbo-charged locomotives into operation in the high risk areas concerned.

The Fire Prevention Bureau has also contacted the Ontario Fire Marshal's Office to enquire if legal charges could be brought against C.P. Rail for causing these fires or if there were any method to set and collect a fee (based on man-hours and equipment) for the Fire Department fighting these fires. The Fire Marshal's Office has indicated that it did not think we would be successful in prosecuting C.P. Rail or in collecting a fee as most of the firefighting was on property adjacent to the rail right-of-way, and that the Department's time was spent on protecting City of Scarborough taxpayers' property.

The Fire Marshal's Office did suggest that the Fire Department request Council, through Committee, to contact the National Transportation Agency (formerly the C.T.C.) to request that they inspect the C.P. Rail locomotive engines to ensure that they meet applicable regulations, and that the regulations as to emission of sparks are not being contravened.

We wish to further advise Committee that this matter was raised in 1985 with the Ministry of the Solicitor General. Attached hereto is a letter dated July 15, 1985 received from David Spring, Counsel at the Ministry. Mr. Spring, in his letter, indicates that the chances of a successful prosecution are slim, if at all, and makes the same recommendation as contained herein, in which we agree.

RECOMMENDATION:

That the Committee contact the National Transportation Agency to request inspections of C.P. Rail locomotives to ensure that applicable regulations with respect to maintenance of engines and spark arrestors to prevent the emission of hot carbonaceous particles are being met."

11/627

Mr. A. Oner, a representative of Premdor Inc., situated at the north-east corner of Warden Avenue and Ellesmere Road, Alderman M. Mushinski and Ald. J. Wardrope attended upon Committee and their comments were heard.

COMMITTEE RECOMMENDS:

1. That Council request the National Transportation Agency to carry out inspections of C.P. Rail locomotives to ensure that applicable regulations are being met with respect to maintenance of engines and spark arrestors to prevent the emissions of hot carbonaceous particles;
2. That a copy of the foregoing staff report be also forwarded as background information together with the list of Railway Track Fires which occurred from January 11, 1988, and a map of the location of such fires, to draw to the attention of the National Transportation Agency the number of days on which the fires frequently occurred;
3. That copies of the communication to the National Transportation Agency be sent to the Scarborough Members of Parliament and to the municipalities in Metropolitan Toronto and surrounding areas, requesting their active support in seeking a resolution to this problem.

COUNCIL amended the foregoing clause by adding the following:

1. To recommendation 1: "and that the National Transportation Agency be also requested to review the current regulations regarding the maintenance of engines and spark arrestors to ensure satisfactory prevention of fires."
2. That C.P. Rail, the Property Standards Division and the Fire Chief be requested to meet and make every effort to alleviate these fires.
3. That C.P. Rail be requested to submit in writing the undertaking they have already verbally agreed to make regarding steps to reduce the carbonaceous emission that causes the grass fires.



Corporate Report

Received by SEP 7 1988
Clerk's Dept.

Clerk's Files 1.08.0405.120

Originator's
Files

P.V.A. DATE Sept. 13/88

DATE: September 2, 1988
TO: Chairman and Members of the Public Vehicle Authority.
FROM: William P. Taylor, P.Eng.,
Commissioner of Public Works Department
SUBJECT: Accessible Taxicabs

ORIGIN: In the summer of 1987 the Province of Ontario launched a programme to provide grants of up to \$5,000 to individuals or companies to encourage operators to purchase CSA approved accessible vehicles and integrate them into the taxicab industry.

BACKGROUND: During the fall of 1987, David Hanes, Assistant Co-ordinator for the Transportation of Disabled and Elderly Persons, Ministry of Transportation of Ontario, presented a brief on the programme to the Public Vehicle Authority.

A Sub-committee was appointed by the Authority to study the subject and make recommendations as to what guidelines and procedures should be adopted to facilitate the introduction of accessible vehicles into Mississauga's transportation system both at Pearson International Airport and in the City proper.

The sub-committee and staff spent many hours discussing the many aspects and problems involved in introducing this new type of service and vehicles into the Mississauga market which resulted in the following:

- a) a proposal for the Pearson International Airport phase of the study was adopted by the Public Vehicle Authority followed by the passing of By-law 550-88 for Airport Accessible Vehicles by City Council on August 17, 1988.
- b) the sub-committee could not come to an agreement on a solution for the introduction of accessible vehicles into the City proper transportation system.

September 2, 1988

12(a)

COMMENTS:

At the August 16, 1988 meeting of the Public Vehicle Authority, staff were directed to prepare a comprehensive report on the introduction of accessible taxicabs into the City proper transportation system.

Staff has conducted interviews with many individuals of the Mississauga transportation industry as well as with representatives of Region of Peel and the Ministry of Transportation for Ontario. Ideas and proposals were invited and staff analysed these and all other information at their disposal which had been gathered over the proceeding months.

The consensus of staff and most of those interviewed is that the implementation of accessible taxicabs into the existing transportation system is in most part "additional or supplementary service giving consideration for some degree of priority to the disabled and disadvantaged citizens of the community."

The Ontario Advisory Council for the Disabled defines "disabled" as: "any restriction or lack of ability to perform an activity in a manner or within the range considered normal."

The task at hand is a mandate to come up with an integrated taxicab service to provide the disabled and disadvantaged citizens of Mississauga with a more effective, responsive and comfortable taxicab ride with dignity than is presently available to them while not segregating such service nor increasing the present taxicab tariffs.

Of major importance throughout these deliberations and to be contained in any conditions of licensing will be for the licensee to make available the necessary accessible taxicab service to the Region of Peel Transhelp program. Transhelp has indicated a need for immediate assistance to relieve a service that has reached a point where demand for service far outstrips the supply.

Presently, persons desiring transhelp service must book 2 (two) days in advance and often cannot be accommodated at times requested.

In addition, the operator(s) of these accessible taxicabs will have access to potentially massive market if proper initiative, procedure and hard work are applied in some areas as listed below:

.../3

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- a) transfer of hospital patients;
- b) transport patients to hospitals for treatment;
- c) working for nursing homes - transport patients;
- d) transport disabled students for school boards;
- e) assist many local associations and organizations such as Mississauga Community Living; and
- f) work through local service clubs for days of special outings for elderly and disabled.

Staff are of the opinion that agreement can be reached on a common proposal which would provide a solution to an obvious lack of proper service to an ever increasing segment of the Community.

A proposal by the Region of Peel to purchase vehicles with the assistance of Provincial grants and then lease them back to taxicab operators has been deferred indefinitely by the Region due to the uncertainty of the amount of the grant.

From information and suggestions raised at various sub-committee meetings and formal proposals submitted to the Public Vehicle Authority (see attached), four (4) distinct proposals have developed and seem worthy to be considered. The ultimate proposal chosen could be modification or combination of ideas surfacing from the various types of proposals. We will refer to these different proposals by number as listed below:

Proposal #1 - Accessible Taxicabs

Existing taxicab owners would voluntarily purchase accessible taxicab vehicles and register them under existing taxicab plates.

Conditions

- purchase a CSA approved accessible vehicle
- no additional conditions
- be encouraged to assist transhelp.

Positive Aspects

- requires no new regulations or amendments to by-law
- provides some accessible taxicab service to disabled community
- does not require issuance of new additional licences.

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12(c)

Negative Aspects

- no organized service to disabled persons
- no requirement to assist Transhelp
- no 24 hour guaranteed service to disabled
- expensive outlay to taxicab owner with no guarantee increased revenue
- increased operating and insurance costs over previously purchased sedan
- could not be required to provide "priority service" to the disabled.

Conclusion on Proposal #1

Since no existing operator has as yet stepped forward to volunteer to purchase an accessible vehicle, it appears that this type of proposal is "not financially attractive" to taxicab operators. This proposal will always be open to any licensed taxicab operator.

Proposal #2 - Accessible Taxicabs

Issue six (6) new accessible taxicab licenses to existing taxicab drivers (one licence per approved applicant) who have at least five (5) continuous year of service in the taxicab industry. They would operate a dual service accessible taxicab service. Announcement would have to be made that applications would be received on a given date. Applications would be dealt with on their own merits on a first come first served basis. Vehicles would operate as any other taxicab but must make themselves available to Transhelp.

Conditions

- be a licensed taxicab driver under By-law 697-84 continuously for the past five (5) years.
- apply for accessible vehicle license by the pre set date
- applications will be dealt with on a first come, first served basis and be dealt with on own merits qualifying through criteria similar to the following:

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- a) approved criminal record
- b) approved driving record
- c) proof of financial viability
- d) make declaration agreeing to make vehicle available to assist Transhelp
- e) made declaration agreeing to provide 24 hour "priority accessible vehicle service"
- f) fee: \$200.00 per plate - (Original)
\$100.00 per plate - (Renewal)

- one (1) licence ONLY issued to each approved applicant.
- licenses transferrable after 5 years.
- if applicant is successful and he is also on priority list - his name is NOT struck from the list.
- purchase CSA approved accessible taxicab
- be holder of or show proof of application for valid Province of Ontario Class "F" driver's license
- complete training, approved by City, on the procedures of transporting disabled person and dispensing paramedical assistance.
- maximum number of non-disabled fares per year not to exceed 1,000 trips per vehicle.

Positive Aspects

- provides integrated accessible taxicab service
- required to assist transhelp.
- required to provide 24 hour service.

Negative Aspects

- must issue new additional taxicab owner's licenses
- some difficulty in choosing who qualifies and who should be chosen for licenses
- dissatisfaction on process from those waiting on Priority List as successful applicant's name is not struck from list.
- question of dedication and commitment to giving priority service to disabled fares.
- some doubt as to continual disabled service upon transfer of license to a new owner after five (5) years

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12(e)

Conclusion on Proposal #2

Since this proposal requires the issuance of six (6) new accessible taxicab owner's licenses with limited restrictions plus no distinctive guidelines or criteria for choosing the successful applicant, these drawbacks make this proposal difficult to support. The proposal creates doubt as to dedication to priority service to the disabled community with no one broker (if any) involved. Possible dissatisfaction from those on existing Priority List. The proposal provides six additional taxicabs on the road with very little guarantees that the service intended for those vehicles will be carried out.

Proposal #3

Offer dual purpose accessible taxicab owner licenses to six (6) of those drivers on the Taxicab Priority List (one (1) licence per approved applicant) in order of seniority. Those applicants who accept will have their names struck from the list.

Conditions

- approval of necessary record searches
- purchase a CSA approved accessible taxicab
- one (1) licence only issued to each approved applicant
- non-transferrable license for five (5) year
- name to be struck from Priority List and cannot be re-entered on the list for a two (2) year period
- must make vehicle available to Transhelp
- must give priority service to disabled and be available 24 hours (as a group)
- maximum number of non-disabled fares per year not to exceed 1,000 trips per vehicle
- complete training, approved by the City, on procedures of transporting disabled persons and dispensing paramedical assistance
- fee: \$200.00 per plate (Original)
\$100.00 per plate (Renewal)

Positive Aspects

- provides six (6) accessible vehicles to taxicab service
- some degree of guaranteed service for the disabled.

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Negative Aspects

- lack of a person in control of a special service
- no guarantee on continual service or 24 hour service
- some dissatisfaction from those on Priority List.

Conclusion on Proposal #3

The task at hand is to find suitable taxicab operators to perform delicate, specialized service primarily to disabled citizens. Staff are of the opinion that this proposal would seem to attract only those drivers who are more anxious to obtain their own plate rather than attracting someone who is serious in wishing to provide a specialized service. Staff feel licenses issued for such service should avoid any association with the Priority List for taxicabs.

Proposal #4 - Accessible Taxicabs

Issue one operator or Limited Corporation an "Accessible Taxicab Fleet License". This license would originally permit the use of six (6) accessible taxicabs with provisions to increase this number to a limit of ten (10) vehicle licences upon proof of increased demand for service. Service provided will be integrated.

Conditions

- if the license is issued to one operator, the applicant must have been licensed under By-law 697-84 as an owner or driver for the past five (5) years continuously.
- if the applicant is a Corporation, then there must be a majority shareholder who holds at least 51% of the controlling shares and he must have been licensed as an owner or driver under By-law 697-84 continuously over the last five (5) years. The service required of such operator would be affiliated with Transhelp and in addition if the applicant is on the Priority List, his name will be struck from the list.
- must affiliate himself with Transhelp.
- will charge the taxicab tariff as presently set out in By-Law 697-84, as amended.

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- each vehicle not to exceed 1,000 calls per year for fares other than calls for disabled service.
- fleet license and associate plates will not be transferrable for ten (10) years.
- ensure high quality, long term 24 hours a day priority service to the disabled that is sensitive to their physical and psychological circumstances.
- provide proof of financial stability to cover costs of starting up and operating such business on a day to day basis seven days a week.
- show administrative capabilities to plan and carry out operating system.
- be accountable for provision of agreement for service to Transhelp and requirements of City regulations.
- submit a proposal to the City specifying the integrated service to be provided and the administrative structure to oversee the providing of such service.
- purchase and provide CSA approved accessible vehicles to be used as taxicabs.
- provide at least one million dollars insurance coverage for each vehicle licensed.
- each driver to be the holder of a Province of Ontario "Class F" drivers license.
- assure drivers have received instructions, approved by the City, in handling disabled persons and dispensing paramedical assistance.
- in the event of the death of the 51% majority shareholder, shares may be transferred to surviving spouse or the estate of, for continuation of licensing requirements.
- will be an integrated service.
- fees: S.A.V. - fleet license = \$ 50.00 (Original & Renewal)
each vehicle owner's license = \$200.00 (Original)
issued under fleet license = \$100.00 (Renewal)

Positive Aspects

- one person in control of operation
- strong organizational base
- good assurance of proper service
- good central control of record and operational requirements
- should provide excellent environment for expansion of such specialized service
- still involves licensed person.
- provides integrated accessible taxicab service.

Negative Aspects

- By-passes Priority List.

September 2, 1988

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Conclusion in Proposal #4

This proposal provides one person in charge to organize, direct and oversee a very specialized service. It also provides a solid based organization on which to expand this service.

The proposal contains good controls for providing the service as well as keeping records as required, by both Transhelp and the City. This proposal would enhance any working agreement set up with Transhelp as representatives of the Region have shown a preference in dealing with one person or a limited company.

CONCLUSION:

The first three proposals would provide some degree of accessible vehicle service but to what guaranteed extent it is impossible to ascertain, while the fourth proposal appears to provide a more solid organizational foundation which should produce better guarantees for the desired amount of service to the disabled.

The fourth proposal far exceeds the first three proposals as far as having a strong organizational base and sole leadership.

Proposal 1 would be the least disruptive of all proposals. No new additional plates would be required and no amendments to present by-laws but this proposal has far less guarantees of providing continual priority service to the disabled.

As far as the City and Transhelp is concerned, it would be expected that the standard of training, upkeep of equipment and consistent level of service could be expected to be better supplied by a well run organization (Limited Corporation), through Proposal #4, than fragmented by issuing licenses to several operators.

Should failure occur in the accessible vehicle field, the least disruptive to the taxicab industry and to individuals would be if Proposal 4 was in operation. One limited company would lose where if Proposals 1 through 3 failed, a number of individuals would be left owning expensive vehicles and the City would have problems dealing with the plates that had been issued to the individual owners.

September 2, 1988

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In summary, taking all four proposals and weighing all the positive and negative aspects of each and keeping in mind the overall mandate to Public Vehicle Authority on accessible vehicles, staff are of the opinion that Proposal 4 would provide the best possible assurance of fulfilling the overall anticipated level of priority service to the disabled citizens of Mississauga and in the meantime provide Transhelp with the best possible standard of service.

RECOMMENDATION:

That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the report dated September 2, 1988 from William P. Taylor, Commissioner of Public Works and further that:

- (a) NOTICE FOR PROPOSALS - City will advertise, as soon as possible, that proposals will be received by a date determined by staff.
- (b) SUCCESSFUL APPLICANT - staff will review all proposals and recommend to Council a successful applicant.
- (c) AGREEMENT FOR PROPOSAL - Upon approval by Council, the successful applicant must sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
 - (i) agrees to provide proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) agrees to implement special accessible taxicab service by January 1, 1989.
 - (iii) agrees to provide authenticated proof from the manufacturer or deliverer if delivery of vehicle is to be delayed.


William P. Taylor, P. Eng.
Commissioner of Public Works Department

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

13
SEPTEMBER 13, 1988
A.03.04.01

REPORT NO. 8-88

OPERATIONS WORKS

SEP 21 1988

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its eighth report and recommends:

- PVA-50-88
- (a) That the deputation of Mr. Michael Branson, Executive Director, Canadian Travellers Association, to the Public Vehicle Authority on September 13, 1988, in which he set out concerns regarding the operation of Lester B. Pearson International Airport, be received for information.
 - (b) That the R.C.M.P., Toronto-Lester B. Pearson International Airport Detachment, be requested to prepare a report to the Public Vehicle Authority setting out their policy with regard to enforcement of Government Airport Concession Operations Regulations; and also be requested to attend a future meeting of the Public Vehicle Authority with regard to concerns raised by Mr. Branson on September 13, 1988, and as set out in his September 6, 1988, letter to Mr. C. Heed.
 - (c) That Transport Canada be requested to prepare a report to the Public Vehicle Authority with regard to the following:
 - (1) an investigation of Mr. Branson's concerns to determine if Transport Canada staff followed the proper procedure in notifying the taxicab and limousine industry of the late flight on the morning of August 13, 1988.
 - (2) the grounds under which permission is granted to airlines to land after the midnight curfew.

13(a)

- 2 -

September 13, 1988

- (d) That representatives of the Airline Operators Committee be requested to attend the next meeting of the Public Vehicle Authority to discuss late flights; and the provision of information to Transport Canada regarding the number of passengers who will require taxicabs and limousines for transportation from the Airport.

L.08.04.03
L.08.04.06
(PVA-50-8-88)

- PVA-51-88 (a) That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the September 2, 1988, report of William P. Taylor, Commissioner of Public Works, as amended by the Public Vehicle Authority on September 13, 1988;
- (b) That advertisements be placed in local newspapers, as soon as possible, to inform the public that proposals for the provision of accessible taxicabs in the City of Mississauga will be received by a date to be determined by staff.
- (c) That Public Works staff review all proposals and recommend the successful applicants to Council for their consideration.
- (d) That upon approval of Council, the successful applicant(s) be required to sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
- (i) provision of proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) implementation of special accessible taxicab service by January 1, 1989.
 - (iii) provision of authenticated proof of order from the manufacturer or deliverer if delivery of vehicle is to be delayed.

L.08.04.05
(PVA-51-8-88)

September 13, 1988

13th

PVA-52-88 That consideration of concerns expressed by Vijay Kalhan, President, I.L.O.D.A. in his August 19, 1988, letter to Councillor D. Culham, regarding the 35 new limousine permits issued by Transport Canada, the subsequent request for Mississauga A.P.T.V. licenses, and several other matters of concern at Lester B. Pearson International Airport, be referred to the next meeting of the Public Vehicle Authority, pending a meeting between Transport Canada representatives, City officials, and Mr. Kalhan.

L.08.04.02
(PVA-52-8-88)

PVA-53-88 That the articles from the Toronto Sun of Wednesday, August 17, 1988, and Friday August 19, 1988, entitled "Limo licences Stretch Patience", and "Taking Licence", be received for information.

L.08.04.02
(PVA-53-8-88)

#15

OPERATION WORKS

SEP 21 1988

[illegible]

Date:

Submitted by
Petitioners' Representative:

~~TRANS - DISSEM - PENDING~~

(address)

(phone 8)

NAME CAROL Tutchener

ADDRESS 4650 WESTBOURNE TERR. UNIT #1

TELEPHONE NO. 890-8017

I agree to change my municipal address from block and unit numbers to my own four digit number XXX

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE (Carol Tutchener)

NAME MARTIN AND SHELLEY HOLBY

ADDRESS 4650 WESTBOURNE TERRACE #7

TELEPHONE NO. 890-9936

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE *Martin Holby*

NAME MARIANNE FURTAK & LARRY HALL

ADDRESS 4650 WESTBORNE TERRACE UNIT #8

TELEPHONE NO. 890-8636

I agree to change my municipal address from block and unit numbers to my own four digit number ☒

I do not agree to change my municipal address from block and unit numbers to my own four digit number ☐

SIGNATURE Marianne Furtak / Larry Hall

NAME KARL E. & RITA M. PARRIS.

ADDRESS 4634 WESTBOURNE TERRACE UNIT 9 (SIC)

TELEPHONE NO. 890 9368

I agree to change my municipal address from block and unit
numbers to my own four digit number ✓

I do not agree to change my municipal address from block and
unit numbers to my own four digit number

SIGNATURE *Rita M. Parris*

NAME JOHN & CATHY LEE BENBOW
ADDRESS 4634 WESTBOURNE TERR. UNIT #14
TELEPHONE NO. 890-7149

I agree to change my municipal address from block and unit
numbers to my own four digit number ✓

I do not agree to change my municipal address from block and
unit numbers to my own four digit number

SIGNATURE Ma. J. G. Benbow

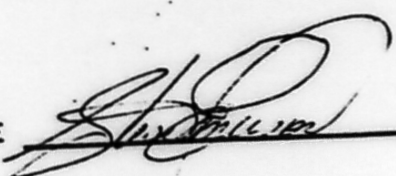
NAME STEVE EMERSON

ADDRESS 4634 WESTBOURNE TERRACE #15 MISSISSAUGA, ONT.

TELEPHONE NO. 890-1936

I agree to change my municipal address from block and unit
numbers to my own four digit number ✓

I do not agree to change my municipal address from block and
unit numbers to my own four digit number

SIGNATURE 

NAME NEVILLE AND MARION D^A COSTA

ADDRESS 4634 WESTBOURNE TERRACE LOT #17

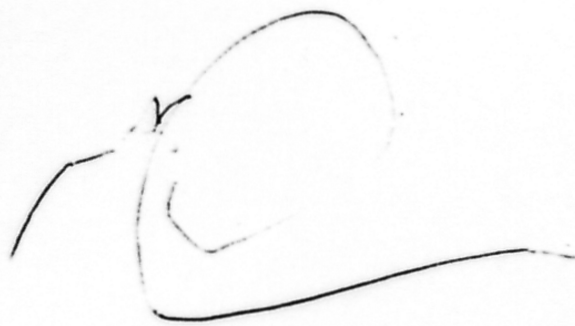
TELEPHONE NO. 890-8426

I agree to change my municipal address from block and unit numbers to my own four digit number ~~YES.~~

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE

M. Costa & M. D. Costa



NAME RUTH FISHER

ADDRESS 4633 WEST BOURNE TERRACE
LOT 20

TELEPHONE NO. 890-2566

I agree to change my municipal address from block and unit numbers to my own four digit number YES ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number _____

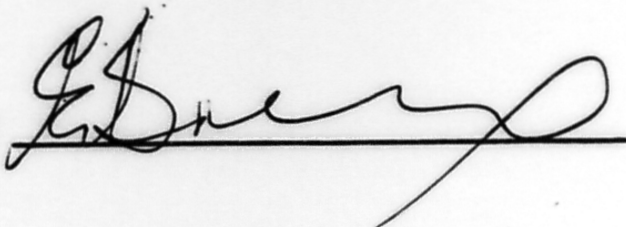
SIGNATURE Ruth Fisher

NAME EDITH BROWN
ADDRESS 4633 Westbourne TERR #21
TELEPHONE NO. 890-9416
MISS.

☒ I agree to change my municipal address from block and unit numbers to my own four digit number YES

I do not agree to change my municipal address from block and unit numbers to my own four digit number _____

SIGNATURE



P.S.
I'm in full
agreement.
E.B.

NAME R Balon

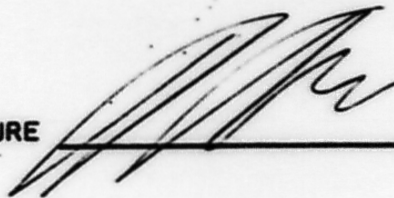
ADDRESS 4633 Westbourne Terr #22

TELEPHONE NO. 890-8618

I agree to change my municipal address from block and unit numbers to my own four-digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE

A handwritten signature in dark ink, consisting of several overlapping, stylized loops and strokes, positioned above a horizontal line.

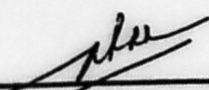
NAME DO HUU NHAN

ADDRESS A633 WESTBURN TERR UNIT 23

TELEPHONE NO. 890 7526

I agree to change my municipal address from block and unit numbers to my own four digit number YES

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE 

NAME Mr. Serge Gagnon
ADDRESS 4633 Westbourne Terrace Unit 25
TELEPHONE NO. 890 -0987

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Serge Gagnon

NAME MR & MRS CHEWIT

ADDRESS 4633 WESTBOURNE TERR UNIT 27 MISS LSR 1Y7

TELEPHONE NO. 890-9939

I agree to change my municipal address from block and unit numbers to my own four-digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE after Shu Chen

NAME Raposo, Dinarte & Marilda

ADDRESS 11633 Westbourne Terr Unit 28

TELEPHONE NO. 890-7988

I agree to change my municipal address from block and unit numbers to my own four digit number yes

I do not agree to change my municipal address from block and unit numbers to my own four digit number _____

SIGNATURE Marilda Raposo

NAME JOSE A MARTINS

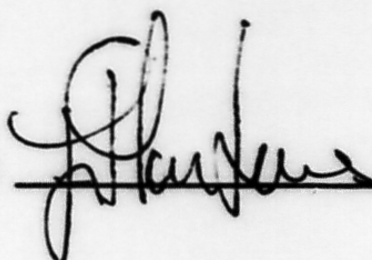
ADDRESS 4633 WESTBOURNE TERR # 29

TELEPHONE NO. 890 7992

I agree to change my municipal address from block and unit numbers to my own four digit number YES

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE



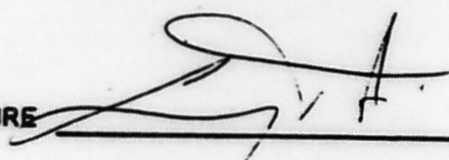
NAME LARRY & Debbie Tityin

ADDRESS 4675 WESTBROOK TERR #37

TELEPHONE NO. 890-9606

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE 

NAME LUIS MOLINA

ADDRESS 4715 WESTBOURNE # 39

TELEPHONE NO. 890-9340

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Luis Molina

NAME JOSE MENDES

ADDRESS 4715 WESTBOURNE TERR. # 43

TELEPHONE NO. (416) 890 7007

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Jose Mendes

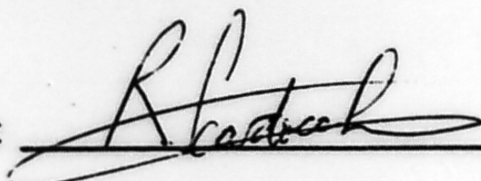
NAME Richard Scudocchio

ADDRESS 4715 Westhorne Terrace Unit 45

TELEPHONE NO. 890-7797

I agree to change my municipal address from block and unit numbers to my own four digit number X

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE 

NAME Ken + Betty Strauss

ADDRESS 4715 Westbourne Terr., Unit #6

TELEPHONE NO. 890-8163

I agree to change my municipal address from block and unit numbers to my own four digit number Yes

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Betty Strauss

NAME LARRY E. FISHER

ADDRESS 4715 WESTBORNE TERRACE, UNIT 47, MISS. CNT. 65R121

TELEPHONE NO. 890-0218

I agree to change my municipal address from block and unit numbers to my own four digit number YES

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Larry E. Fisher

NAME

DEBORAH 111066

ADDRESS

UNIT 50 - 355 Royal HASEN

TELEPHONE NO.

800-890-3633



I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE

D. Hagg

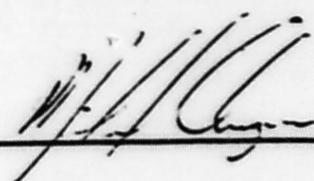
NAME Michael Fuger

ADDRESS 355 Rye Hill unit 55

TELEPHONE NO. 890 5343

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE 

NAME JANE SHIELDS

ADDRESS 244 Royal Mason Ctr. Unit 56

TELEPHONE NO. 890-6803

I agree to change my municipal address from block and unit numbers to my own four digit number YES ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number _____

SIGNATURE J. Shields

NAME FANNY GAN
ADDRESS 244 Royal Mason Crt unit 57 Mississauga
TELEPHONE NO. 8907527

I agree to change my municipal address from block and unit
numbers to my own four digit number ✓

I do not agree to change my municipal address from block and
unit numbers to my own four digit number

SIGNATURE 

NAME B. Boky

ADDRESS 244 ROYAL MASON CT. UNIT 58

TELEPHONE NO. 890-8721.

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE B Boky

NAME Mr. & Mrs. Colin McAnuff

ADDRESS 244 Royal Mason Crt, Unit #59

TELEPHONE NO. 890-6734

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Laura & Colin McAnuff

NAME Joe E Kim Pereira
ADDRESS 244 Royal Mason Crt Unit #60
TELEPHONE NO. 890-8695 MISS Ont LSR 143

* I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Kim Pereira

NAME Mario Martins

ADDRESS 244 Royal Mason Court, Unit 61

TELEPHONE NO. 890-5478

I agree to change my municipal address from block and unit numbers to my own four digit number ✓ yes

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE Mario Martins

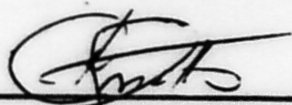
NAME CHARLES SMITH

ADDRESS 2444 ROYAL MASON CRT #63

TELEPHONE NO. 890-8157

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE 

NAME MRS MILDRED ROST

ADDRESS 4690 WESTBURN TERR # 4

TELEPHONE NO. 890-8399

I agree to change my municipal address from block and unit numbers to my own four digit number YES

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE M. Rost

PUBLIC WORKS DEPARTMENT	
RECEIVED FILE	
SEP 16 1988	
File #	Date
WPT	
#65	

NAME WAI & JOY YOUNG

ADDRESS 4690 WESTBOWNE TERRACE

TELEPHONE NO. 8907207

I agree to change my municipal address from block and unit numbers to my own four digit number ✓

I do not agree to change my municipal address from block and unit numbers to my own four digit number

SIGNATURE W. Young

NAME EFREN HUEBIA

ADDRESS 4690-UNIT 66 WESTBOURNE TERR.

TELEPHONE NO. 890-9746

I agree to change my municipal address from block and unit numbers to my own four digit number ☒

I do not agree to change my municipal address from block and unit numbers to my own four digit number ☐

SIGNATURE Efrén Huebía

CITY OF MISSISSAUGA

MINUTES

MEETING SEVENTEEN EIGHTY-EIGHT

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, SEPTEMBER 21, 1988, 9:10 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin
Councillor M. Prentice
Councillor L. Taylor

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. G. Bentley, Chief, Fire Department
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - SEPTEMBER 21, 1988

DEPUTATIONS - 9:10 A.M.

- A. Mr. S. Salameh
SEE ITEM 12
- B. (i) Mr. N. DiCarlo, President, Canadian Auto Workers Local 1967
(McDonnell Douglas)
(ii) Mr. A. Garakanian, Sun Environmental Corporation
(iii) Mr. P. Sanders, McDonnell Douglas Canada Limited
SEE ITEM 6
- C. (i) Mr. K. Rowe, Circulation Marketing Manager, The Toronto Sun
(ii) Mr. R.F. Curphey, Single Copy Circulation West, The Toronto Star
SEE ITEM 3

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	L.07.05.01	Property Standards By-law Amendment
2.	A.00.06.03	Highway Noise Prediction Model - Noise Attenuation Barrier Heights
3.	F.05.05	Newspaper Boxes Policy
4.	T-86084 T-88002 T-88003 T-87066 T-87003 T-86054	Lostrock Corporation Rolls Holdings Ltd. Kenderry Park Ltd. 763442 Ontario Gottardo Properties Annagem Investments Ltd. Major Watercourse Improvement Levy Exemption
5.	M-589 F.02.02	Meadowvale North Industrial Park Assumption of Municipal Works
6.	A.02.03.04	McDonnell Douglas Canada Limited - Application for Site Plan Approval - Mobile PCB Destruction Facility
7.	T-86041	Square One Subdivision - Reduction in Letter of Credit

8. F.02.06.01 Credit Valley Meadows - Phase 1A - Decorative Streetlighting - Fitzwood Lands
9. F.06.04.01 Sawmill Valley Drive - Traffic Problems
10. A.02.05.03.07 Sheridan Creek - Clarkson Road to Meadow Wood Road - Erosion Control and Bank Stabilization Project
11. D.01.01 Grass Fires - Railway Rights-of-way
12. L.08.04.05 Handicapped Accessible Taxicabs
13. A.03.04.01 Public Vehicle Authority Report 8-88 - September 13, 1988
14. F.06.04.01 4675 Westbourne Terrace - Renaming of Freehold Townhouses to Municipal Street Address System
15. J.05.88008.03 McLaughlin Road Widening - Agreement with Peel Board of Education

MATTERS CONSIDERED:

1. Report dated September 9, 1988, from the City Solicitor regarding Section 20(a) of the Property Standards By-law which is ungrammatical in that it contains no verb and concern has been expressed that the City may not have the power to prohibit property owners from having unlicensed vehicles on their property. The subsection should be amended as follows:
 - (a) to specify that property owners are prohibited from having the enumerated articles on their property; and
 - (b) to clarify under what circumstances the listed articles are permitted to be on an owner's property.

RECOMMENDATION:

That a by-law be enacted to amend the Property Standards By-law, as amended, to delete subsection 20(a) and substituting the following therefor:

'20.(a) no wrecked, dismantled, inoperative, discarded, unused or unlicensed vehicles, trailers, machinery or objects or parts thereof shall be placed, stored or left on land, but this does not apply where such articles are required and used for business purposes permitted under the City's land use by-laws and the articles are placed, stored or left in a manner which avoids an unsafe or unsightly condition deleterious to the neighbouring environment.

Approved

See Recommendation OW-355-88 (H. Kennedy)

L.07.05.01

2. Report dated September 7, 1988, from the Commissioner of Public Works regarding the revised highway noise prediction model introduced by the Ministry of the Environment to supercede the MTC model. The MTC model is a relatively simple empirical formula whereas the new Stamson model, proposed by the MOE, is more sophisticated and generally requires a computer to carry out the calculations.

The new Stamson model predicts substantially higher noise levels in most cases than the former MTC model and is somewhat inconsistent with respect to the calculation of barrier heights. In some cases barrier heights, of up to 40 feet, were calculated; quite clearly, it is impractical to build barriers of this size.

The Ministry of the Environment, after considerable comment and protest from municipalities as well as developers and consultants, agreed to form a committee to review the Stamson noise prediction model however, no official communication has yet been received by Mississauga although the Committee has apparently been working for several months. The Region of Peel has a representative on the Committee although the City of Mississauga does not.

The Ministry of Transportation of Ontario noise prediction model (commonly called the MTC model) should be used for predicting noise levels for roads and streets under the jurisdiction of the City of Mississauga until a proven new Ministry of the Environment model is available. The maximum height of noise attenuation barriers on City of Mississauga streets should be limited to 3 1/2 meters (11 1/2 feet) above the road centre line.

RECOMMENDATION:

That the City of Mississauga endorse the use of the "MTC formula" for the prediction of noise, in new developments, emanating from roads and streets under the jurisdiction of the City of Mississauga and that noise attenuation barrier heights are not to exceed 3 1/2 meters (11 1/2 feet) above road centre line elevations.

A.00.06.03

Approved

See Recommendation OW-356-88 (T. Southorn)

3. Report dated August 16, 1988, from the Commissioner of Public Works regarding a policy for the placement of newspaper boxes in the City.

At the present time there are numerous locations throughout the City at which newspaper boxes are located. As the City grows there is more and more demand for newspaper box locations as well as an increase in the number of publications. Presently, there are boxes owned by the Globe and Mail, The Sun, The Star, Mississauga News, Financial Post, The Brampton Prospector, etc. and there is no formal policy approved by Council outlining the terms and conditions controlling the number or location of any of those boxes. The only policy adopted by Council on this issue was back in 1978, copy of which is attached. At this time we feel that it would be appropriate to establish a comprehensive policy to govern the sale of newspapers within the Public Highway.

It is concluded at this time that a formal Licensing Agreement should be entered into between the City and the various Newspaper Companies which will govern the terms and conditions of the placement of newspaper boxes within the street allowances within the City of Mississauga. Such street allowances would include all City streets as well as streets under the jurisdiction of the Region of Peel. Appendices to the agreement would cover all of the locations which the applicable newspaper publisher has permission to place and maintain boxes. These lists would be amended from time to time to reflect the additions and deletions to date.

RECOMMENDATION:

- (a) That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.
- (b) That a license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.
- (c) That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.
- (d) That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.
- (e) That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by Council.

The above recommendations were approved by the Committee on September 7, 1988; however, Council at its meeting on September 12, 1988, referred the matter back to Committee for further discussion.

Mr. Rowe advised that many municipalities in Metro Toronto have developed by-laws regulating the placement of news vending boxes on public road allowances. The Toronto Sun relies solely on single copy sales, using a variety of convenience stores and newspaper boxes and therefore attempt to work with each municipality to maintain good corporate relations. All the major daily newspapers have approached each municipality as a unified group interested in finding solutions to problems. The Toronto Sun's present system to control newspaper boxes is as follows:

- provide each municipality with an up to date newspaper box inventory of locations;
- municipality provides each newspaper with a printout of approved locations;
- additional placements must be authorized by City staff;
- installation of concrete pad with newspaper hitching post to place boxes in straight line configuration;
- fee per location on a flat rate basis which is easier to administer;
- municipality has the right to seize boxes placed on public road allowances without permission or not properly maintained;
- insurance liability provided by the newspaper publishers;

- all boxes must be maintained in a rust free and aesthetically pleasing condition;
- all fees are paid to the municipality at the beginning of each year.

Mr. Rowe suggested that it is the smaller publishers (i.e. real estate, employment, automotive, education and religious) who often cause the complaints. They do not have the budget nor resources to maintain these boxes and they become damaged and rusted.

Mr. Rowe offered, on behalf of the three major dailies (Toronto Sun, Toronto Star and the Globe and Mail) to work with the City to reach a mutually satisfactory arrangement for the placement of the boxes.

Mr. Curphey suggested that the City setup a Committee to work out the issue and then choose a few identified problem locations to test the solution. The City of Mississauga has an opportunity to pick from the best ideas developed in surrounding municipalities and experiment. The Toronto Star is anxious to cooperate with the City in developing its policy.

Councillor Kennedy recommended approval of the recommendations with the addition to part (d) that the three Business Improvement Areas also be consulted as it affects their areas. The motion as amended was voted on and carried.

F.05.05

Amended

See Recommendation OW-357-88 (H. Kennedy)

4. Report dated August 30, 1988, from the Commissioner of Public Works regarding an exemption from Major Watercourse Improvement Levy for the Industrial Developments located in the vicinity of Kennedy Road and Derry Road East.

The following six Industrial Developments shown on the attached sketch are being proposed on lands in the area of Kennedy Road and Derry Road East:

1. Plan T-86084, Lostrock Corporation (85 Valleywood Drive, Markham, Ontario, L3R 5E5).
2. Plan T-88002, Rolls Holdings Ltd., (200 Ronson Drive, Suite 314, Toronto, Ontario, M9W 5Z9)
3. Plan T-88003, Kenderry Park Ltd., (4230 Sherwoodtowne Boulevard, Suite 200, Mississauga, Ontario, L4Z 2G6)
4. Plan T-87066, 763442 Ontario (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2)
5. Plan T-87003, Gottardo Properties, (185 Adesso Drive, Concord, Ontario, L4K 2Y1)
6. Plan T-86054, Annagem Investments Ltd., (5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2)

September 21, 1988

Under the Standard Financial Agreement the developers would be responsible for paying approximately \$1,981,741.50 in Major Watercourse Improvement Levies.

The developers have entered into a Cost Sharing Agreement to construct a storm detention pond on the east side of Kennedy Road, south of Derry Road East and major trunk storm sewers in various sizes up to 4800 mm x 2400 mm (16 ft. x 8 ft.) concrete box culverts from this detention pond westerly to Kennedy Road to provide a storm sewer outlet for their developments. In all cases the developers share of the cost exceeds the Major Watercourse Improvement Levies anticipated for their plans. The value of the works is estimated to be \$2,682,336.00

The estimated cost of the trunk storm sewer oversizing works for pipes in excess of 1500 mm (60 in.) in dia. to be undertaken is \$2,165,326.00

These works are now proceeding under a Servicing Agreement between the Trustee of the six developers and the City of Mississauga.

RECOMMENDATION:

That the Financial Agreement for the following plans indicate that no Major Watercourse Improvement Levies are to be paid.

- (a) Lostrick Corporation (T-86084) - located north of Derry Road East and east of Hurontario Street
- (b) Rolls Holdings Ltd. (T-88002) - located south of Derry Road East and west of Hurontario Street
- (c) Kenderry Park Ltd. (T-88003) - located south of Derry Road East and west of Kennedy Road
- (d) 763442 Ontario Limited (T-87066) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (e) Gottardo Properties (T-87003) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (f) Annagem Investments Ltd. (T-86054) - located south of Derry Road East between Kennedy Road and Hurontario Street

T-86084
T-88002
T-88003
T-87066
T-87003
T-86054

Approved

See Recommendation OW-358-88 (T. Southorn)

5.

Report dated September 8, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Meadowvale North Industrial Subdivision, Phase 2, Stage 1, Plan M-589, located north of Derry Road and west of Mississauga Road.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in Plan M-589.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Meadowvale Industrial Subdivision, Phase 2, Stage 1, located north of Derry Road and west of Mississauga Road.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan M-589 (currently valued at \$521,175.64) be returned to the developer, Markborough Properties Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-589 as public highway and part of the municipal system of the City of Mississauga.

M-589
F.02.02

Approved

See Recommendation OW-359-88 (T. Southorn)

6. Report dated September 6, 1988, from the Commissioner of Public Works regarding an application for site plan approval for a mobile PCB Destruction Facility at McDonnell Douglas Canada Limited. 6972 Airport Road, Mississauga.

In accordance with the Environmental Protection Act, Ontario Regulation 148/86, the Ministry of the Environment requires receipt of a letter from the Mississauga City Clerk indicating receipt of the application.

The purpose of locating this mobile PCB destruction facility at the McDonnell Douglas site is to remove polychlorinated biphenyls (PCB's) from oil contained in six on-site transformers.

After the transformer fluids have been processed, the PCB concentrations in all transformers will be below 50 parts per million (ppm) thus enabling McDonnell Douglas to reclassify the transformers to a non-PCB status.

The proposed treatment process is a completely closed system in that the equipment is directly connected to the transformer. The PCB contaminated oil is drawn out of the transformer, circulated through the treatment equipment, and then back into the transformer. The treatment consists of a high temperature chemical reaction which destroys the PCB's.

It should be noted that the mobile PCB destruction process, proposed for use at this site, was approved by the Ministry of the Environment in October of 1986. At this time the equipment was extensively tested.

September 21, 1988

Each site at which the process equipment is set up is inspected by the Ministry to ensure that all required safety equipment is in place and that all necessary precautions have been taken.

The fire, health and police departments have received a copy of the contingency plan and will be notified, by McDonnell Douglas Canada, when the project is to begin and when it has been completed. These dates cannot be set until the Ministry approves the application.

The Ministry required McDonnell Douglas to hold a public information meeting concerning this application. In accordance with the Ministry requirements for public notification, McDonnell Douglas ran a notice of the meeting in a local paper, the Toronto Star, for three consecutive days prior to the meeting date. In addition the company also placed a notice in the Mississauga News.

The public meeting was held at the International Centre in Malton on August 29, 1988. Several concerns were raised by the residents of Malton and employees of McDonnell Douglas. Much of the discussion was not focused on the application presented but on the storage of chemicals at the plant and the method by which the public meeting was announced.

Concerns over the proposed removal of PCB's were focused on the possibility of an accident occurring during the treatment process. Residents were assured that extensive safety measures will be taken by trained Sun Environmental staff and that in the unlikely event of a spill or fire, the on site supervisor has the correct equipment to deal with the problem, but would also immediately call the local fire department or regional waste management forces to inform them of the problem and to get back-up help if necessary.

It was stressed that McDonnell Douglas is under no obligation from the Ministry of the Environment to remove the PCB's, but is doing so voluntarily, and that the company advertized the public meeting in accordance with Ministry requirements.

It should be noted that the Ministry of the Environment does not require the City to give approval of this proposal. The City is required to indicate receipt of the application and is requested to forward any concerns that we may have.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga has been notified of and has no objection to the Application for Site Plan Approval for a Mobile PCB Destruction Facility by McDonnell Douglas Canada Limited, 6972 Airport Road, Mississauga.

- (1) Mr. Nick DiCarlo representing the Canadian Union of Auto Workers at McDonnell Douglas attended the meeting. Mr. Di Carlo advised that the Union's major concern was with the lack of information on the proposal and the insufficient notice regarding the public meeting which was held to present the proposal. The Union would like another public meeting to address the issue so that the employees can be satisfied it is a safe process. Mr. DiCarlo suggested that another public meeting be called with at least 30 days' notice not only to the employees of the plant but to the surrounding residents.

- (ii) Mr. Arman Garakanian of Sun Environmental, the company hired to perform the process, presented the operational and technical details of the disposal. Mr. Garakanian advised that they simply followed the directions of the Ministry of the Environment with respect to the public meeting, i.e. that a notice be published in the local newspaper three consecutive days prior to the meeting.
- (iii) Mr. Phil Sanders on behalf of McDonnell Douglas Canada Limited advised that it was the Company's position that they were undertaking a positive project in attempting to deal with the PCB's. The issue was first raised with the Company/Union Safety Committee in March 1988. Mr. Sanders pointed out that the Company was trying to deal with the destruction of PCB's and followed the Ministry of Environment guidelines with respect to the public notice.

In response to a question, Mr. McDonald advised that the City has not been requested to approve the project but simply to acknowledge receipt of the application.

Councillor McKechnie agreed that there has been some confusion about this application and in fact the Ministry of Environment advised him that in this case they required the City's approval. In light of the concerns expressed, Councillor McKechnie recommended that a further public meeting be held with 30 days' notice to the employees and properties within 400 feet of the McDonnell Douglas plant. This motion was voted on and carried.

A.02.03.04

Amended

See Recommendation OW-360-88 (D. Culham)

7. Report dated September 14, 1988, from the Commissioner of Public Works regarding a Letter of Credit reduction for Square One Subdivision T-86041.

Attached is a copy of our memorandum to the Finance Department dated August 12, 1988, recommending that the Letter of Credit for the above noted subdivision be reduced from \$7.78 Million to \$2.47 Million. Also attached is a memorandum from Councillor Taylor dated August 19, 1988, requesting that the Letter of Credit not be reduced.

The Subdivision Plan is not yet registered and as of this date there are still some outstanding items which have to be resolved prior to registration. The recommended reduction in the Letter of Credit is primarily due to the fact that Rathburn Road and Duke of York Boulevard have been constructed to base course asphalt and are, in fact, open to traffic. The Letter of Credit securing these works should therefore be reduced in the normal manner.

RECOMMENDATION:

That the Letter of Credit secured in the amount of \$7,783,357.96 for Plan of Subdivision T-86041 be reduced to \$4,669,291.75 and that the necessary arrangements be made by the City Treasurer in this regard.

Councillor Taylor advised that the reason for his request not to reduce the letter of credit was the lack of progress in finalizing the plan of subdivision for this property. Councillor Taylor pointed out that the plan was to proceed in conjunction with other works and the expansion of Square One. The Square One expansion is open and the plan of subdivision has still not been finalized.

Mr. McDonald advised that Hammerson are attempting to resolve the outstanding issues on the plan of subdivision, but the letter of credit relates to the road works which have been completed. The two issues are separate and Staff see no justification in holding the Letter of Credit.

Mr. Lychak pointed out that the outstanding issues regarding the plan of subdivision are not with the City, but with Hydro. Staff are working with Hammerson in an effort to finalize the plan.

T-86041

Approved

See Recommendation OW-361-88 (H. Kennedy)

8. Report dated September 12, 1988, from the Commissioner of Public Works regarding proposed decorative streetlighting for Credit Valley Meadows - Phase 1A, Fitzwood Lands.

Ronald T. Gayowsky Limited, Electrical Consulting Engineers for Fitzwood Investments Limited, have submitted a written request proposing to use a non-standard decorative concrete light pole together with a decorative coach-like luminaire, in accordance with a previous approval issued to Erin Mills Development Corporation in December of 1987.

The areas approved for decorative lighting in Erin Mills are shown on the enclosed sketch (Attachment 'A') together with the additional areas requested by Fitzwood Investments Limited (Attachment 'B').

As with the previous Erin Mills approved lighting, the decorative streetlighting proposal consists of a Crouse-Hinds Traditionaire luminaire directly mounted on a Stress/Crete Limited Hiwayman Concrete pole, as shown on Attachments 'C'1 and 'C'2.

These lighting standards will be installed on local and collector residential streets within the development areas.

The Public Works Department has reviewed the Fitzwood Investments Limited request and concluded that approval for use of the decorative lighting on minor residential and collector roads for Fitzwood Investments Limited should be granted subject to certain conditions.

RECOMMENDATION:

That the decorative lighting proposed for use by Fitzwood Investments Limited on minor residential and collector roads be approved subject to the following conditions:

- (a) that the luminaires design apply only to minor local and collector streets, and conform to the Erin Mills Development Corporation design, as approved by Council on December 8, 1987;
- (b) that a replacement stock of 10% of all streetlight poles and luminaires be placed in City stock at no charge;
- (c) prior to the assumption of the subdivision "as constructed", lighting levels are to be measured and submitted to the City for approval and that the Letter of Credit securing the streetlighting works will not be reduced until this condition has been resolved to the satisfaction of the Commissioner of Public Works.

F.02.06.01

Approved

See Recommendation OW-362-88 (T. Southorn)

9. Report dated September 13, 1988, from the Commissioner of Public Works regarding the problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive which have been addressed on a number of occasions. The prohibitive signing currently in place has been altered several times to reflect the needs and desires of the parents, residents and safety of the students. Unfortunately, an appropriate compromise was never obtained as there was always dissatisfaction and complaints from at least one party. This resulted in confusion at times, potential for conflict, difficulties with respect to safety of the schoolchildren, and occasionally irate parents when the Peel Regional Police were requested to enforce the stopping prohibitions.

On the basis of a petition and deputation by Mrs. Kishimoto, the Traffic Safety Council at its meeting of February 14, 1988 recommended the stopping prohibitions on both sides of Sawmill Valley Drive that are currently in place. City Council approved these works at its meeting. Previously, parking/stopping was permitted on the east side of Sawmill Valley Drive in front of each school. No stopping was permitted in the vicinity of the school crossing and the school driveways.

The Public Works Department installed the necessary signing which precipitated expression of concerns from many parents and the principal of St. Mark's School. As a result of this action and the numerous complaints received, a meeting was arranged by Councillor Lane.

On March 9, 1988 a meeting involving Public Works personnel, Councillor Lane, representatives of the schools, school boards, Peel Regional Police, Traffic Safety Council and area residents was held to address this as well as other school safety issues.

Based on the Public Works Department review, the relocation of the school crossing and the removal of portions of the stopping prohibitions satisfactorily meet the needs of those parents who must drive their children to and from school.

It is felt that this action will provide an adequate level of safety for the school children, crossing guard, motorists and area residents. However, in an effort to further enhance safety for all involved, the Public Works Department will undertake the following:

- (i) Preparation for distribution by both schools, a plan illustrating the signing arrangements and the area where parking/stopping will be legally permitted;
- (ii) A review with Recreation and Parks personnel of the existing City park parking lot with the intention of upgrading the lot and providing a possible connection to the existing school walkway;

RECOMMENDATION:

- (a) That the school crossing on Sawmill Valley Drive be relocated to align with the walkway between Sawmill Valley School and St. Mark's School and be equipped with painted crossing blocks and paved boulevards as soon as possible.
- (b) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for the Sawmill Valley Public School to permit parking/stopping;
- (c) That the existing 'No Stopping' signs on the east side of Sawmill Valley Drive be removed between the driveways for St. Mark's Separate School to permit parking/stopping;
- (d) That a plan be prepared for distribution by the schools to the parents of the students illustrating the revised signing arrangements and the area where stopping/parking will be permitted;
- (e) That the Public Works Department and Recreation and Parks Department review the feasibility of upgrading of the parking lot immediately south of Sawmill Valley School, and the provision of a connecting link to the existing walkway.

Councillor Lane requested that this item be deferred to the next meeting to provide an opportunity for the residents in the area to attend.

F.06.04.01

Deferred

See Recommendation OW-363-88 (D. Lane)

10.

Report dated September 12, 1988, from the Commissioner of Public Works regarding the Erosion Control and Bank Stabilization Project - Sheridan Creek - Clarkson Road to Meadow Wood Road.

The Credit Valley Conservation Authority commissioned Chisholm Flemming and Associates, Consulting Engineers, to prepare a report on erosion control and slope stabilization for the Sheridan Creek area between Clarkson Road and Meadow Wood Road.

September 21, 1988

Their report recommends that erosion works be undertaken on an 80 metre section of the north streambank that is actively eroding, and, that bank stabilization works be done on the south bank, behind 1713, 1719, and 1725 Missenden Crescent.

This project was presented to the Province by the Authority in 1987 for a 1988 grant to cover 55% of the project cost. The City would pay the remaining 45%. The funding was not received for 1988. The project description has been altered and resubmitted for consideration for 1989 grants.

The Conservation Authority has divided the works to be done on the Sheridan into two separate projects in order to increase the probability of obtaining 1989 Provincial funds.

The first project is the bank restablilizing works required on the south bank, behind 1713, 1719 and 1725 Missenden Crescent. It is anticipated that this project will receive funding as there is a risk of damage or loss to structures. If Provincial funding is not received the Authority will proceed with the project in 1989, taking funds from their local priorities budget.

The second project is the erosion protection works required on the north bank of the creek. This erosion, however active, is not threatening to structures and as such it is not anticipated that Provincial funding will be received for these works in the near future.

The erosion occurring on the north bank is affecting the backyards of five homes on Sunningdale Bend resulting in loss of property and mature trees. The length of bank requiring protection is 80 metres. The estimated cost of placing armor stone protection along this bank is \$90,000.

Residents in the area are quite concerned over increasing losses of mature trees and property and are worried that if nothing is done before spring runoff 1989 the loss of property at that time will be substantial.

The C.V.C.A. will complete the stabilization works required on the south bank and has agreed to undertake the engineering design required for both the stabilization works and the erosion protection works, and to administer the project.

To prevent further loss of private lands, it is recommended that the City undertake the erosion portion of the required works in 1988 at an estimated cost of \$90,000. Funds for this work are available in account number 86-139. In order to construct and maintain these works, permanent easements will be required from the six affected property owners.

RECOMMENDATION:

That the City of Mississauga undertake erosion control works in 1988 on the north bank of the Sheridan Creek for eighty meters downstream of Clarkson Road, at an estimated cost of \$90,000 with funding to be drawn from account number 86-139, provided that the property owners affected by these works provide permanent easements for the construction and maintenance of the erosion protection works.

A.02.05.03.07

Approved

See Recommendation OW-364-88 (D. Lane)

11. Letter dated August 29, 1988, from the Clerk of the City of Scarborough requesting the City's support of Scarborough Council's resolution to the National Transportation Agency to protect neighbourhoods from the danger of grass fires that continuously occur along the railway rights-of-way, specifically as follows:
- (a) review the current regulations to ensure that the standards set for such locomotives are sufficiently adequate to ensure the prevention of grass fires on the railway rights-of-way;
 - (b) carry out inspections of CP Rail locomotives to ensure that the Turbo-engines continued to be utilized in high risk areas both in Scarborough and other communities where this problem needs to be addressed, and to ensure that regulations are being met with respect to maintenance of engines and spark arrestors to prevent the emissions of hot carbonaceous particles.

Councillor Southorn recommended that no action be taken with respect to the resolution.

D.02.01

See Recommendation OW-365-88 (T. Southorn)

12. Recommendation 51-88 of the Public Vehicle Authority Report 8-88 of September 13, 1988, as follows:
- (a) That the Legal Department be directed to prepare amendments to the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs as outlined in Proposal 4 in the September 2, 1988, report of William P. Taylor, Commissioner of Public Works, as amended by the Public Vehicle Authority on September 13, 1988;
 - (b) That advertisements be placed in local newspapers, as soon as possible, to inform the public that proposals for the provision of accessible taxicabs in the City of Mississauga will be received by a date to be determined by staff.
 - (c) That Public Works staff review all proposals and recommend the successful applicants to Council for their consideration.

- (d) That upon approval of Council, the successful applicant(s) be required to sign a declaration of agreement which will include all the conditions of issuance plus the following three major commitments:
- (i) provision of proof of order and purchase of six (6) CSA approved accessible vehicles.
 - (ii) implementation of special accessible taxicab service by January 1, 1989.
 - (iii) provision of authenticated proof of order from the manufacturer or deliverer if delivery of vehicle is to be delayed.

Mr. Salameh was in attendance at the meeting; however, the matter was deferred to the next scheduled meeting of the Committee for further information.

L.08.04.05

See Recommendation OW-366-88 (F. McKechnie)

13. Report 8-88 of the Public Vehicle Authority meeting held on September 13, 1988.

A.03.04.01

Approved

See Recommendations OW-369-88 to OW-371-88 (D. Lane)
(with the exception of PVA-51-88 - See Item 12 - OW-366-88)

The following additional item was considered by the Committee.

14. Petition submitted by Councillor L. Taylor, from the residents of Westbourne Terrace requesting that the house numbers on Westbourne Terrace be changed to conform to the standard four digit municipal street numbering system. Councillor Taylor, a resident on Westbourne Terrace, advised that the townhouses are freehold onstreet townhouses and are currently identified by a unit number and one address on Westbourne Terrace.

On motion by Councillor Kennedy, Public Works Staff were directed to undertake the renumbering in accordance with the standard street numbering system.

F.06.04.01

See Recommendation OW-367-88 (H. Kennedy)

On verbal motion, the Committee moved in camera at 11:35 a.m. The Committee moved out of camera at 11:50 a.m. See Recommendation OW-368-88 of Report 17-88.

Recommendations:

As per Report 17-88

Adjournment:

11:50 a.m.

THE OPERATIONS AND WORKS COMMITTEE

SEPTEMBER 21, 1988

REPORT 17-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its seventeenth report and recommends:

OW-355-88 That a by-law be enacted to amend the Property Standards By-law, as amended, to delete subsection 20(a) and substituting the following therefor:

'20.(a) no wrecked, dismantled, inoperative, discarded, unused or unlicensed vehicles, trailers, machinery or objects or parts thereof shall be placed, stored or left on land, but this does not apply where such articles are required and used for business purposes permitted under the City's land use by-laws and the articles are placed, stored or left in a manner which avoids an unsafe or unsightly condition deleterious to the neighbouring environment.

L.07.05.01
(OW-355-88)

OW-356-88 That the City of Mississauga endorse the use of the "MTC formula" for the prediction of noise, in new developments, emanating from roads and streets under the jurisdiction of the City of Mississauga and that noise attenuation barrier heights are not to exceed 3 1/2 meters (11 1/2 feet) above road centre line elevations.

A.00.06.03
(OW-356-88)

OW-357-88 (a) That the Legal Department prepare a by-law to control the placement and maintenance of any box for the dispensing of newspapers on any road allowance within the City of Mississauga under the jurisdiction of the City of Mississauga.

(b) That a license agreement be prepared by the City's Legal Department for execution by the various newspaper companies to govern the terms and conditions of the placement of newspaper boxes in the City of Mississauga and that these conditions be in accordance with the report dated August 16, 1988 from the Commissioner of Public Works.

- (c) That discussions be entered into with the Region of Peel with a view to having a consistent policy for the placement of newspaper boxes on Regional roads.
- (d) That the Planning and Building Department report to the Operations & Works Committee after discussion with the Newspaper Companies and the Mississauga Business Improvement Associations on the feasibility of providing combination boxes which would be aesthetically pleasing as well as practical with special emphasis being placed on the B.I.A.'s and City Centre areas.
- (e) That a fee be established in the amount of \$10.00 per box per year and that this fee be included in the proposed by-law and further that the fee be reviewed every five years by Council.

F.05.05
(OW-357-88)

OW-358-88 That the Financial Agreement for the following plans indicate that no Major Watercourse Improvement Levies are to be paid.

- (a) Lostrack Corporation (T-86084) - located north of Derry Road East and east of Hurontario Street
- (b) Rolls Holdings Ltd. (T-88002) - located south of Derry Road East and west of Hurontario Street
- (c) Kenderry Park Ltd. (T-88003) - located south of Derry Road East and west of Kennedy Road
- (d) 763442 Ontario Limited (T-87066) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (e) Gottardo Properties (T-87003) - located south of Derry Road East between Kennedy Road and Hurontario Street
- (f) Annagem Investments Ltd. (T-86054) - located south of Derry Road East between Kennedy Road and Hurontario Street

T-86084
T-88002
T-88003
T-87066
T-87003
T-86054
(OW-358-88)

September 21, 1988

- OW-359-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Meadowvale Industrial Subdivision, Phase 2, Stage 1, located north of Derry Road and west of Mississauga Road.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan M-589 (currently valued at \$521,175.64) be returned to the developer, Markborough Properties Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-589 as public highway and part of the municipal system of the City of Mississauga.

M-589
F.02.02
(OW-359-88)

- OW-360-88 That the Ministry of the Environment be informed that the City of Mississauga has been notified of and has no objection to the Application for Site Plan Approval for a Mobile PCB Destruction Facility by McDonnell Douglas Canada Limited, 6972 Airport Road, Mississauga and further that McDonnell Douglas Canada Limited be requested to hold a further public meeting providing 30 days notice and that individual public notices be circulated to the property owners within 400 feet of the McDonnell Douglas plant.

A.02.03.04
(OW-360-88)

- OW-361-88 That the Letter of Credit secured in the amount of \$7,783,357.96 for Plan of Subdivision T-86041 be reduced to \$4,669,291.75 and that the necessary arrangements be made by the City Treasurer in this regard.

T-86041
(OW-361-88)

- OW-362-88 That the decorative lighting proposed for use by Fitzwood Investments Limited on minor residential and collector roads be approved subject to the following conditions:

- (a) that the luminaires design apply only to minor local and collector streets, and conform to the Erin Mills Development Corporation design, as approved by Council on December 8, 1987;
- (b) that a replacement stock of 10% of all streetlight poles and luminaires be placed in City stock at no charge;
- (c) prior to the assumption of the subdivision "as constructed", lighting levels are to be measured and submitted to the City for approval and that the Letter of Credit securing the streetlighting works will not be reduced until this condition has been resolved to the satisfaction of the Commissioner of Public Works.

F.02.06.01
(OW-362-88)

- OW-363-88 That the report dated September 13, 1988, from the Commissioner of Public Works regarding the problems associated with the stopping and parking of vehicles across the frontages of both Sawmill Valley Public School and St. Mark Separate School on Sawmill Valley Drive be deferred to the next Operations and Works Committee meeting scheduled for October 5, 1988.

F.06.04.01
(OW-363-88)

- OW-364-88 That the City of Mississauga undertake erosion control works in 1988 on the north bank of the Sheridan Creek for eighty meters downstream of Clarkson Road, at an estimated cost of \$90,000 with funding to be drawn from account number 86-139, provided that the property owners affected by these works provide permanent easements for the construction and maintenance of the erosion protection works.

A.02.05.03.07
(OW-364-88)

- OW-365-88 That no action be taken with respect to Scarborough Council's resolution to the National Transportation Agency requesting the protection of neighbourhoods from the danger of grass fires that continuously occur along the railway rights-of-way (letter dated August 29, 1988, from the Clerk of the City of Scarborough).

D.02.01
(OW-365-88)

- OW-366-88 That Recommendation 51-88 of the Public Vehicle Authority Report 8-88 of September 13, 1988, regarding amendments the Public Vehicle Licensing By-law 697-84, as amended, to reflect the conditions and requirements necessary to facilitate the licensing of six (6) Special Accessible Taxicabs be deferred to the next Operations and Works Committee meeting scheduled for October 5, 1988.

L.08.04.05
(OW-366-88)

- OW-367-88 That Public Works Staff be authorized to undertake the numbering of the condominium units at 4675 Westbourne Terrace from block and unit numbers to the standard four digit municipal street address system.

F.06.04.01
(OW-367-88)

- OW-368-88 That a by-law and agreement be prepared between the City of Mississauga and the Peel Board of Education with respect to the acquisition of a 3.5 m road widening, subject to the terms and conditions included in Resolution No. 87/88-388 of the Peel Board of Education dated August 10, 1988 (McLaughlin Road Widening).

J.05.88008.03
(OW-368-88)

- OW-369-88 (a) That the deputation of Mr. Michael Branson, Executive Director, Canadian Travellers Association, to the Public Vehicle Authority on September 13, 1988, in which he set out concerns regarding the operation of Lester B. Pearson International Airport, be received for information.
- (b) That the R.C.M.P., Toronto-Lester B. Pearson International Airport Detachment, be requested to prepare a report to the Public Vehicle Authority setting out their policy with regard to enforcement of Government Airport Concession Operations Regulations; and also be requested to attend a future meeting of the Public Vehicle Authority with regard to concerns raised by Mr. Branson on September 13, 1988, and as set out in his September 6, 1988, letter to Mr. C. Heed.
- (c) That Transport Canada be requested to prepare a report to the Public Vehicle Authority with regard to the following:
- (1) an investigation of Mr. Branson's concerns to determine if Transport Canada staff followed the proper procedure in notifying the taxicab and limousine industry of the late flight on the morning of August 13, 1988.
 - (2) the grounds under which permission is granted to airlines to land after the midnight curfew.
- (d) That representatives of the Airline Operators Committee be requested to attend the next meeting of the Public Vehicle Authority to discuss late flights; and the provision of information to Transport Canada regarding the number of passengers who will require taxicabs and limousines for transportation from the Airport.

L.08.04.03
L.08.04.06
(PVA-50-8-88)

- OW-370-88 That consideration of concerns expressed by Vijay Kalhan, President, I.L.O.D.A, in his August 19, 1988, letter to Councillor D. Culham, regarding the 35 new limousine permits issued by Transport Canada, the subsequent request for Mississauga A.P.T.V. licenses, and several other matters of concern at Lester B. Pearson International Airport, be referred to the next meeting of the Public Vehicle Authority, pending a meeting between Transport Canada representatives, City officials, and Mr. Kalhan.

L.08.04.02
(PVA-52-8-88)

- OW-371-88 That the articles from the Toronto Sun of Wednesday, August 17, 1988, and Friday August 19, 1988, entitled "Limo licences Stretch Patience", and "Taking Licence", be received for information.

L.08.04.02
(PVA-53-8-88)